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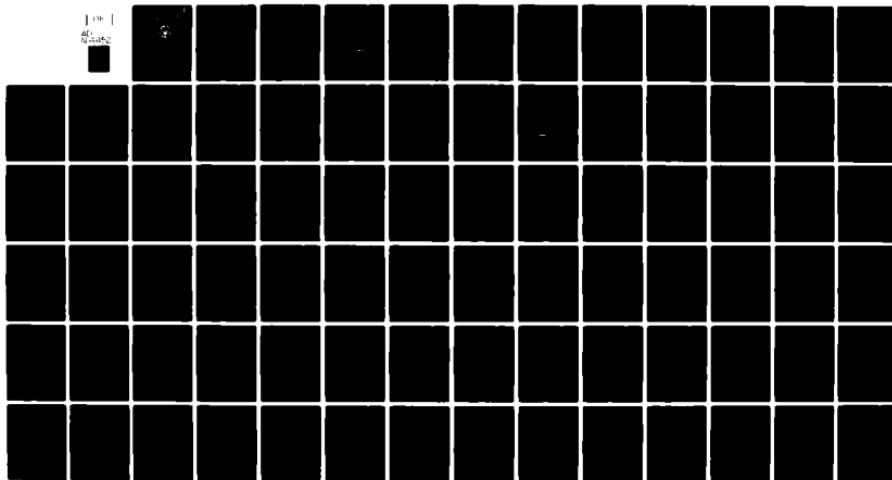
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NAVAL POSTGRADUATE SCHOOL
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THESIS

A PRELIMINARY ANALYSIS OF TF34-100/400 JET
ENGINE REWORK DATA IN SUPPORT OF THE
MRP SYSTEM IMPLEMENTATION AT NARF ALAMEDA

by

Ernest R. Slaybaugh

December 1981

Thesis Advisor: A. W. McMasters

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The Naval Air Rework Facility (NARF) located at Naval Air Station (NAS) Alameda is in the process of implementing a Material Requirements Planning (MRP) system which will incorporate an inventory model to help manage those repair parts which are not always replaced during component rework. This thesis focused on analyzing TF34-100/400 jet engine rework data as one phase of that implementation. In particular,

probability of replacement values were generated for the repair parts from demand data and the rework schedule during 1980, and the engine's bill of materials. In addition, a parametric analysis was conducted to study the optimal relationship between the shortage and surplus costs of the proposed inventory model for the TF34 repair parts. The analyses highlighted the importance of determining the actual shortage costs resulting from a work stoppage and suggested some potentially useful forms for the surplus cost parameter.

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by

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Submitted in partial fulfillment of the
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ABSTRACT

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suggested some potentially useful forms for the surplus
cost parameter.

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ABBREVIATIONS

APA	Appropriated Purchase Account
BOM	Bill of Material
DHF	Demand History File
DTE	Development Test and Evaluation
I	Holding Cost Rate
MRP	Material Requirements Planning
MIS	Management Information System
NALC	Naval Air Logistics Command
NARF	Naval Air Rework Facility
NAS	Naval Air Station
NMDL	Navy Management Data List
NSA	Navy Stock Account
NSC	Naval Supply Center
NSN	National Stock Number
RFI	Ready for Issue
RSS	Ready Supply Store
SMIC	Special Material Identification Code
UAF	Units of Application File
UICP	Uniform Inventory Control Program

I. INTRODUCTION

The NARF located at NAS Alameda, California has been in the process of instituting an MRP system. The first phase of the following two-step implementation plan is being utilized to acquire expertise with the basic MRP framework and to build demand history files prior to incorporation of the target system [Ref. 1].

1. Implementation of a temporary system that will run on existing equipment and will be used to gain experience with the system and build up the necessary data file. This phase will include the design of the target system.

2. Implementation of the final system of the new computerized material handling equipment system.

The MRP system is intended to increase the efficiency of the rework process by reducing the number of work stoppages caused by stockouts. The quarterly supply support requirements can be projected by demand forecasting based on the planned quarterly workload schedule. The optimum inventory levels can then be determined from consideration of the costs of shortages and surpluses. Unfortunately, these costs are difficult to obtain. In absence of their actual values, implicit values can be developed by postulating values and examining the resulting values of safety and surplus stocks. From showing these latter values to decision makers, acceptable levels can be obtained and the

implied cost then determined by solving for the values
which correspond to acceptable levels.

A. PURPOSE

The intent of this report is to begin this process by
examining TF34 jet engine requisitions and generating replace-
ment probability factors. This information is then used with
stock cost projections in a proposed Repair Parts Inventory
Model [Ref. 2] to determine the level of safety stock
which results.

B. SCOPE OF ANALYSES

A TF34 jet engine Demand History File (DHF) which
encompassed four consecutive quarters was provided by NARF
Alameda. This file was subdivided into five categories
based on service application and degree of repair necessary
to certify a specific engine as Ready for Issue (RFI).

The main criteria for classifying an engine repair is
the depth of disassembly that is required. The disassembly
of the engine begins with the exhaust section. The repair
process then proceeds through the turbine, combustion, and
finally compressor sections. The removal/non-removal of
the compressor section is what normally designates the engine
repair as major or minor respectively. The Development Test
and Evaluation (DTE) classification was assigned by the U.S.
Air Force. It is used to identify approximately 20 lead

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TF34-100 engines which are used for program development. Table 1 lists the five categories.

A second file was also obtained which contained the repair parts units per application per specific engine model. The individual line items were verified against the Navy Management Data List (NMDL) in respect to unit price, unit of issue, and cognizance code. Only National Stock Number (NSN) items were utilized to ensure accurate pricing information. Additional emphasis was centered on stock items that are Navy Stock Account (NSA) parts. Demands concerning requisitions submitted on part number identified items were not included.

TABLE 1

TF34 Engine Repair Categories

Service	Engine/Model	Repair
Navy	TF34-400	Minor
Navy	TF34-400	Major
Air Force	TF34-100	Minor
Air Force	TF34-100	Major
Air Force	TF34-100	DTE

C. PREVIEW OF ANALYSES

Chapter II identifies the characteristics of an MRP system as applied to a rework-oriented process and reviews the proposed Repair Parts Inventory Stocking Model. Chapters III and IV contain presentations of the historical demand

data and the effects of utilizing the proposed Repair Parts Inventory Model. The major factors that should be considered in selecting the standard variables to be utilized are discussed. The Summary, Conclusions, and Recommendations are presented in Chapter V.

II. PROPOSED INVENTORY STOCKING METHOD

A. BACKGROUND

When manufacturing a product it has historically been difficult to have the correct number of parts ready at the right time. The technique known as MRP was developed in an attempt to resolve this problem. However, for complex products the extent of planning and paperwork required for a MRP system was considered to be unmanageable prior to the introduction of Management Information Systems (MIS) [Ref. 3]. The growth of MRP has therefore corresponded to the increase in the use of computer systems. The major objective of MRP is to acquire control over the inventory levels while simultaneously assuring that desired service levels are satisfied [Ref. 4].

B. MRP CONCEPT

The inputs to the MRP logic package consist of the Master Production Schedule, Bill of Materials (BOM), and the Inventory file. Finite quantities of the parts required to assemble n units of a product are generated based on their dependence to the production schedule. Figure 1 exemplifies a level-by-level explosion of the product structure as stated in a BOM.

At each level the computed requirements are compared against the available inventory, work-in-process, and planned

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level
```
0                      ┌───┐   Output
                       │ X │
                       └─┬─┘
         ┌───────────┬───┴───────┬───────────┐
1     ┌──┴──┐     ┌──┴──┐     ┌──┴──┐     ┌──┴──┐
      │  A  │     │  B  │     │  C  │     │  D  │
      └─────┘     └─────┘     └──┬──┘     └─────┘
                  ┌──────────────┼──────────────┐
2              ┌──┴──┐        ┌──┴──┐        ┌──┴──┐
               │  E  │        │  F  │        │  G  │
               └──┬──┘        └─────┘        └─────┘
        ┌─────────┼─────────┬──────────┬──────────┐
3    ┌──┴──┐   ┌──┴──┐   ┌──┴──┐    ┌──┴──┐    ┌──┴──┐
     │  H  │   │  I  │   │  I  │    │  J  │    │  k  │
     └─────┘   └─────┘   └─────┘    └─────┘    └─────┘
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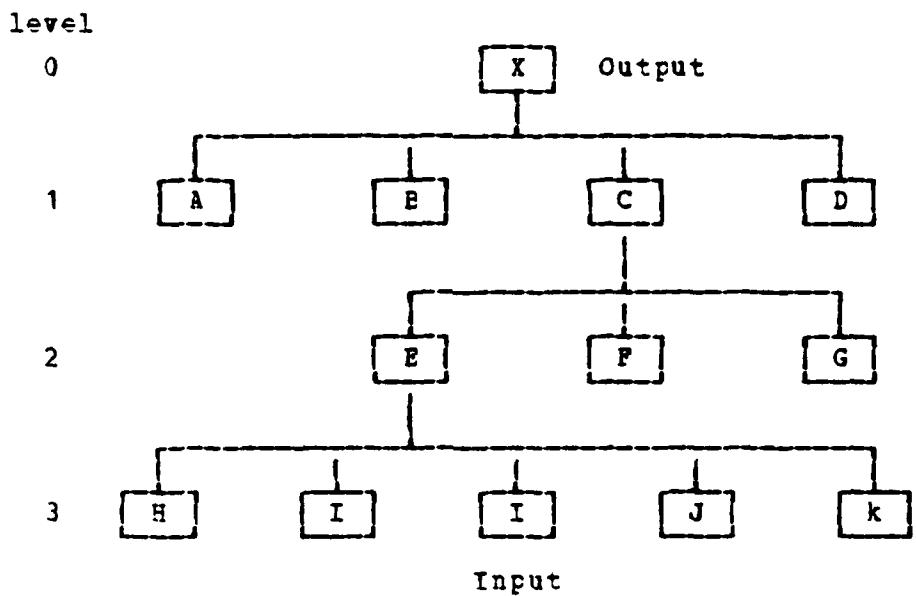
Figure 1: Traditional MRP Product Structure

requirements. When the lowest level, as determined by the
BOM, is reached for a given part the time-phased net
requirements are computed. The gross requirements for
a part which is used for more than one end product are
then accumulated and utilized for ordering purposes.

The MRP logic as applied to a rework process will be
instituted at NARF Alameda with the implementation of the
computerized inventory system. The rework process is
initiated with the induction of a Non-RFI repairable asset
(A BOM will be created by the NARF the first time an asset
is inducted into rework). The asset will transition through

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the stages of disassembly, repair, assembly, and testing prior to RFI certification. The depth of the product structure for each asset will depend on the degree of disassembly required to effect repair. The product structure of a repair process is presented in Figure 2.

A disposition code from Appendix A will be assigned at each level in the disassembly phase [Ref. 5]. To facilitate the understanding of this code, the TF34 engine will be used as an example. Because of external factors, the material condition of individual TF34 jet engines being inducted for repair can be different. Therefore, the disposition codes assigned at a specific level may differ from engine to engine. A repair part identified as "E" may be assigned a disposition code of "L" (leave on) during the repair cycle of one TF34-400 engine and a code of "R" (Rework) on a second TF34-400 engine. One or more of the repair parts identified as H, I, J, and K would then be required from the Ready Supply Store (RSS) to repair the second engine but not the first.

C. DEMAND DISTRIBUTION

NARF Alameda's production schedule is decided upon at a quarterly workload conference between NARF and Naval Air Logistics Command (NALC). The schedule, at least at the engine level, can be assumed to be independent from quarter to quarter. The demand of repair parts always replaced during
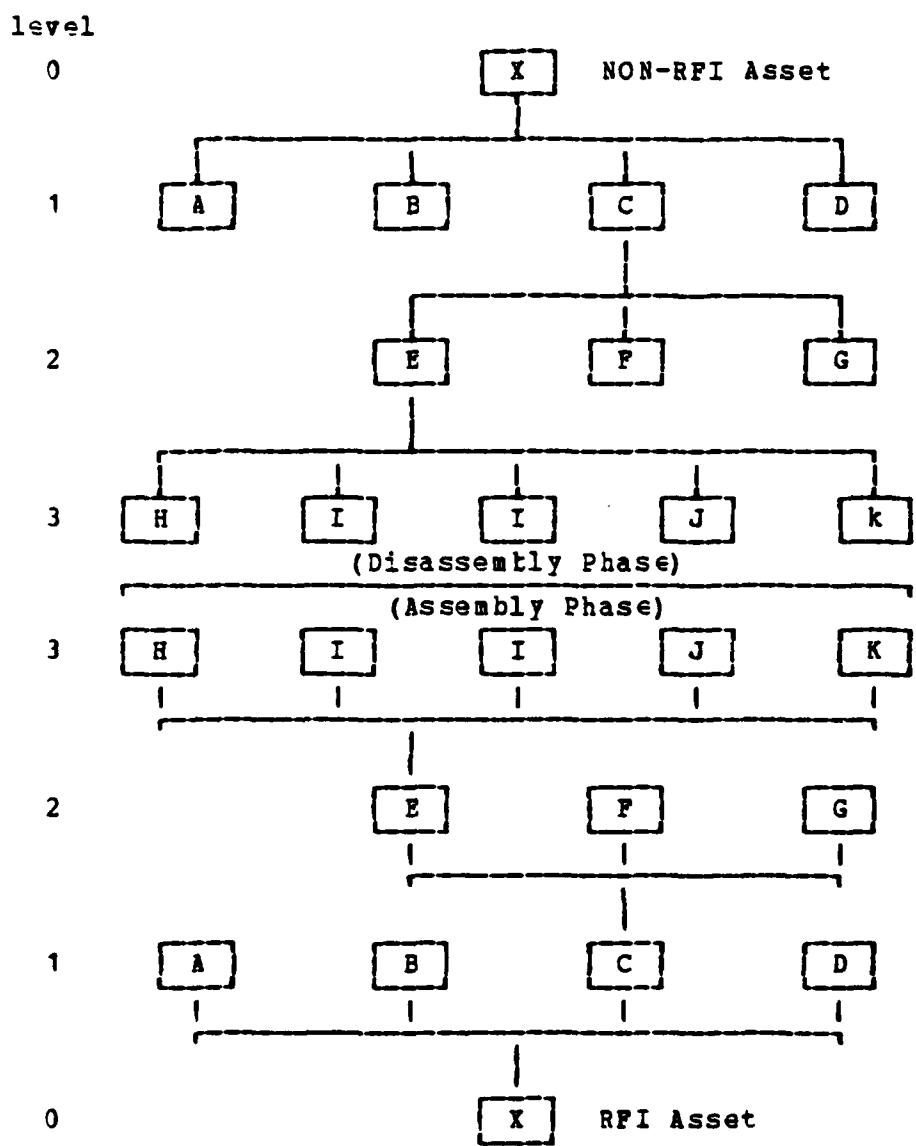
Figure 2: NARF MRP Product Structure

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a repair cycle is dependent upon the production schedule. Once the schedule is established, the numbers of such parts and the time when they will be needed are known. If the replacement of a repair part is less than 100% then the demand will be a random variable dependent upon both the production schedule and the reliability of the part. With each engine induction for rework the decision as to replacement or non-replacement of such a repair part can be considered to be a Bernoulli trial [Ref. 6]. As such, the probability associated with replacement can be denoted as the parameter "P" and the "Reliability" or non-replacement as "Q" where Q = 1 - P.

A quarterly production schedule of n engines creates a demand for such a part which is a random variable. This variable can be modeled by the binomial probability distribution. The probability $p(x)$ of a total demand for x units of the repair part during a quarter can be expressed by [Ref. 7]:

$$p(x) = \frac{n!}{x!(n - x)!} P^x Q^{(n - x)} \qquad (1)$$

where: x = 0, 1, 2,.....n

The mean and variance of this distribution are nP and nPQ, respectively. If the units of application m are greater

than one per engine, equation (1) can be modified to:

$$p(x) = \frac{nm!}{x!(nm - x)!} P^x Q^{(nm - x)} \qquad (2)$$

where: $x = 0, 1, 2, 3, \ldots\ldots, nm$

The population probability of replacement "P" values were estimated by using the DHF and Units per Application File (UAF) in conjunction with the historical induction schedule. Engine data spanning the entire four-quarters time period was used to provide the largest sample size and hence the minimum standard error of estimate. A 95% confidence interval for the population mean can be established from Figure 3 [Ref. 8]. The effects of sample size and the value of the P estimate on the confidence interval can easily be seen from Figure 3. As sample size increases the confidence interval is reduced; the widest interval for any sample of size n will occur for P equal to 0.500. For example, if P is estimated to be 0.55 based on a sample of 20 then the reader should locate the two curves labeled n = 20, and see where they contain the vertical line through p = 0.55. This approximates the confidence interval of P, which is: $0.31 \leq P \leq 0.58$. If n is increased to 1000, the 95% confidence interval is reduced to $0.52 \leq P \leq 0.58$.

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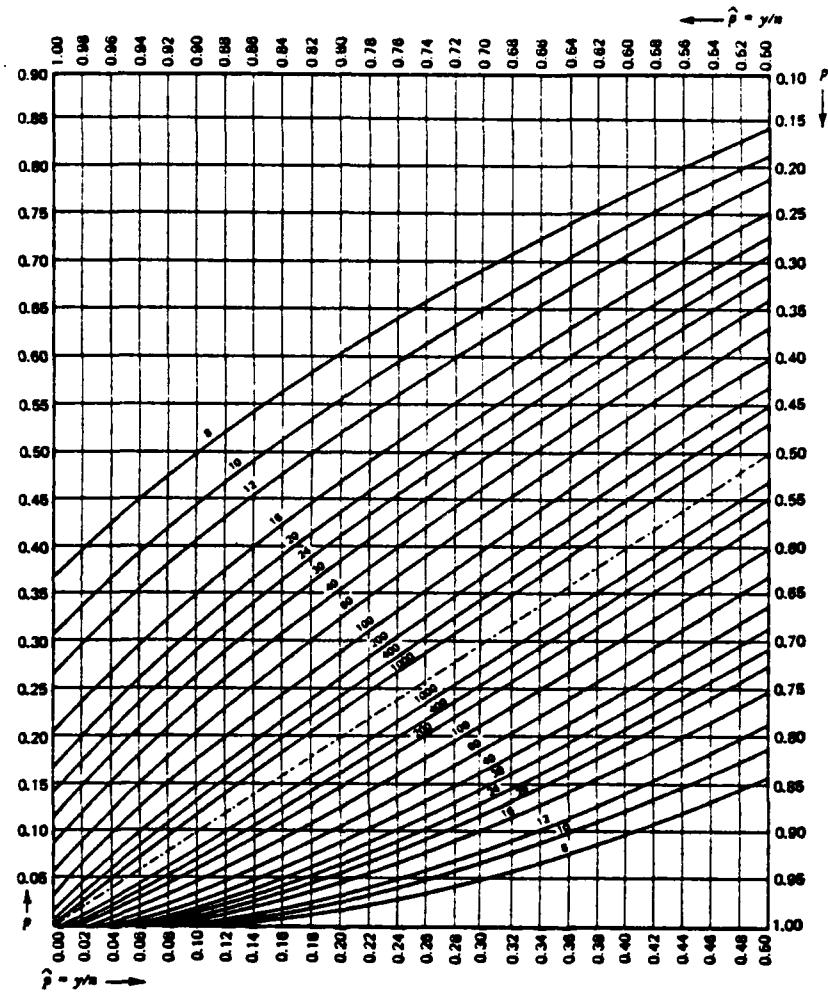
* The numbers printed along the curves indicate the sample size n. If, for a given value of the abscissa y/n, p_A and p_B are the ordinates read from (or interpolated between) the appropriate lower and upper curves, then $Pr(p_A \leqslant p \leqslant p_B) \leqslant 0.95$.

Figure 3:   95% Confidence Interval for P

D. PROPOSED INVENTORY MODEL

When the probability of replacement is less than 100%, the amount of inventory to stock is not obvious. If n is stocked there is a good chance that a surplus will exist at the end of the quarter after the scheduled rework is completed. If, on the other hand, a very small fraction of n is stocked there is a good chance that the scheduled rework cannot be completed due to a shortage of repair parts. The optimum level to stock should be a balance between these two extremes.

A logical framework in which to develop this balance is to consider the costs associated with shortages and surpluses. A surplus would be associated with money tied up in items which could have been spent on other parts for that quarter or the next. A shortage could result in a work stoppage until the part could be located elsewhere in the supply system with a corresponding delay in the availability of the reworked engine to the fleet.

A method to balance these costs is presented by McMasters [Ref. 9]. The model is a function of the following cost parameters.

1. Processing Cost - If C_p is the cost per unit which is incurred to place a repair part into the RSS, then the total cost of y units is C_p times y.

2. Holding Cost - If C_h is the cost per unit held per quarter then the total cost of y units is C_h times y, if the cost is assumed to be incurred

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regardless of the length of time the item is in storage during the quarter. This assumption is reasonable since the storage space needed must be large enough to hold the entire quantity y of a repair part for some part of the quarter.

3. Shortage Cost - The shortage cost is representative of the time delays associated with submitting a requisition to the Naval Supply Center (NSC) Oakland when the NARF experiences a stockout. If Cs represents the shortage cost per unit and the demand x for a repair part during the quarter exceeds the inventory level y in the RSS then the shortage cost will be Cs(x - y).

4. Surplus Cost - The unit cost of a surplus can be considered to be the product of the unit purchase cost "C: of a repair part and a risk factor "K." The value of K can range from zero to infinity. The risk factor should be minimal if the near future production schedules are expected to absorb any excess stock. The surplus cost when x is less then y is then the product KC(y - x).

The expected total cost per quarter associated with stocking a quantity y of a given repair part is the sum of the costs listed above weighted by the probability p(x) that x will be demanded during the quarter. It is described mathematically by equation (3).

$$EC(y) = (Cp + Ch)y + \sum_{x=0}^{Y} KC(y - x)p(x)$$

$$+ \sum_{x=y+1}^{n} Cs(x - y)p(x) \qquad (3)$$

when p(x) is given by equation (1).

E. OPTIMAL INVENTORY LEVEL

The optimal order quantity of a specific repair part minimizes the expected total costs EC(y). Using finite differences, the optimal inventory level y is the largest value of y for which

$$\overline{P}(y) > \frac{Cp + Ch + KC}{Cs + KC} . \qquad (4)$$

where
$$\overline{P}(y) = \sum_{x=y}^{n} p(x)$$

and p(x) is given by equation (1).

Determination of the optimal order quantity y is illustrated by the following example. Assume that the demand for a repair part is binomial and that it has the following parameters.

Cp	= $1.00	K	= 1
Ch	= $0.10	n	= 10
C	= $250.00	m	= 1
Cs	= $20.00	$\hat{P}$	= 0.70

Then the optimal level is the largest value of y for which

$$\overline{P}(y) > \frac{Cp + Ch + KC}{Cs + KC} = \frac{1.00 + 0.10 + (1)(250.00)}{20.00 + (1)(250.00)} = 0.93$$

and $\qquad p(x) = \dfrac{10!}{x!(10-x)!}\,(0.7)^{x}\,(.03)^{(10-x)}$

where $\qquad x = 0, 1, 2, \ldots..10.$

To solve this problem we need to compute

$$\overline{P}(y) = \sum_{x=y}^{10} p(x)$$

for several values of y. First, realize that

$$\overline{P}(y) = 1 - P(y-1) = 1 - \sum_{x=0}^{y-1} p(x)$$

Next we can make use of a recursion equation for computing p(x).

From equation (1) it is easy to show that:

$$p(x) = \begin{cases} Q^{n} & \text{for } x=0 \\[1em] \dfrac{(n-(x-1))P}{x\,Q}\,p(x-1) & \text{for } x > 0 \end{cases}$$

Table 2 provides the details of the computations needed to determine the optimal quantity y. It can be seen that

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0.93 is between 5 and 6 units. Therefore the optimal quantity y is equal to 5 which is less than the expected demand nmP of 7.

TABLE 2

Table of P(y) for Example

x	p(x)	y	P(y - 1)	$\overline{P}(y)$
0	5.90×10^{-6}	0	0	1.000
1	1.37×10^{-4}	1	5.90×10^{-6}	1.000
2	0.00440	2	1.43×10^{-4}	1.000
3	0.00896	3	0.0016	0.998
4	0.03658	4	0.0105	0.989
5	0.14630	5	0.0471	0.953
6	0.40600	6	0.1934	0.806

III. ENGINE REPAIR ANALYSIS

This chapter will present a discussion of estimated P
values and their relationship to the demand, Line items,
and unit cost. Cost projections based on maintaining the
inventory level at the expected demand or mean, first and
second standard deviations above the mean, and 100% level
are presented.

A. ENGINE INDUCTION SCHEDULE

The data on the TF34 engine repair was obtained from
NARF Alameda for the calendar year of 1980. A total of 93
engines were inducted into rework throughout the year. It
was assumed that an engine was certified as RFI in the
same quarter that it was inducted for rework. In addition
it was assumed that the repair classification of a specific
engine did not change from the scheduled induction date
throughout the rework process. A breakdown of the induction
schedule by engine model and type of repair is presented in
table 3.

The 62 TF34-400 minor repair inductions accounted for
approximately 67% of the rework schedule. The four TF34-100
major repair actions accounted for less than 5% of the total
TF34 engine induction schedule.

A quarter-by-quarter comparison of the scheduled
inductions is indicative of a typical changing workload for

TABLE 3

TF34 Induction Schedule

	FY 80-81				
Repair Category	2	3	4	1	Total
TF34-400/MIN	17	15	22	8	62
TF34-400/MAJ	2	3	3	2	10
TF34-100/MIN	3	1	4	3	11
TF34-100/MAJ	1	2	1	0	4
TF34-100/DTE	2	2	2	0	6
Total	25	23	32	13	93

the NARF. The greatest number of inductions occurred in the fourth quarter of 1980 with 32 engines reworked. A 40% increase or 9 engines was experienced from the third to the fourth quarter in FY80. A subsequent decrease of almost 60% or 19 engines can be noted at the beginning of FY81. The normal inventory stocking models which forecast future demands solely on historical usage cannot anticipate such production variances.

B. APPLICABILITY/DEMAND DATA FILES

The UAF encompassed 3385 separate line items (which were ordered according to NSN). A sample file record identifying an item by Part Number, Cognizance Code, NSN, Special Material Identification Code (SMIC), Nomenclature, and Units of Application is presented in Appendix B. It should be noted that a SMIC code SN means that the component was

applicable to either engine model. A SMIC code of TB identifies a part as being peculiar to the TF34-100 engine.

The DHF consisted of approximately 1588 records grouped with respect to engine model and type of repair. Each record contained the total demand that was generated for a specific quarter. A sample of the DHF, listing the Cognizance Code, NSN, Engine Model, Type of Repair, Quarter, Unit of Issue, Total Demand, Total Requisitions, and Unit Price is presented in Appendix C.

Demands for both NSA and Appropriated Purchase Account (APA) repair parts were included in the DHF. The APA items were deleted for the purpose of this analysis. A total of 602 NSA line items were required to support the TF34 rework program. A summary listing of the number of items required to support the individual repair categories is presented in Table 4.

A logical assumption would be that as the depth of repair increases there should be a corresponding increase in the number of line items required for support. A second assumption would be that the number of line items required for a similar depth of repair should be approximately the same for either engine. The data presented in Table 4 contradicts such assumptions. Although there is an increase in line items from a minor to a major for the TF34-100 engine, the 400 engine shows a marked decrease from 364 to 274 items.

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TABLE 4

TF34 Engine Repair Parts per Repair Category

Cognizance Code

Category	1R	9C	9J	9V	9Z	Total
100-DTE	28	5	0	9	1	43
100/MIN	79	4	0	45	2	130
100/MAJ	113	14	0	45	10	182
400/MIN	289	21	1	15	38	364
400/MAJ	223	19	1	3	28	274

There is also a large difference in the number of items
required for the same level of repair. The TF34-400 utilized
364 items for a minor repair; whereas the TF34-100 required
only 130. The same pattern can be seen in the major rework
of the TF34-100/400 engines. The apparent contradiction to
the above assumptions could be a result of maintenance per-
sonnel ordering parts against one engine which includes
anticipated usage on expected future engines.

C. PROBABILITY OF REPLACEMENT (P) VALUES

The probability of replacement values was calculated as
follows:

$$\hat{P} = \frac{D}{UA * N}$$

where D is the total demand over the four quarters, UA is
the units of application, and N is the total inductions of a

repair category. A complete listing of the non-zero estimated P values for the 602 NSA items are presented in Appendix D in decreasing value of estimated P value. Each individual record lists the cognizance code, NSN SMIC, nomenclature, repair category, units of application, total RFI engines, total demand, total requisitions, average requisition size, price, and P estimate.

The values ranged from a high of 9.90 to a low of 0.0067. Items with an estimated P of 1.0 are an indication that those parts are always replaced during the repair cycle. As stated previously, items that are always replaced should be stocked at the 100% level. A total of 35 repair parts or approximately 6% had a P value greater than 1.0. Repair parts with a P value in excess of 1.00 are a second indication that maintenance personnel may be ordering excess parts to meet future requirements.

Traditional ABC analyses of the historical demand data were conducted. The ABC concept is based on Pareto's Law or the 20-80 formula [Ref. 10]. It is an analytical management tool for focusing attention on specific inventory items. Normally the inventory items are split into categories of A, B, or C based upon the value of the inventory and usage of the items. The 20-80 formula stipulates that 20% of the line items represent 80% of the total inventory value. This 20% is then designated as Category A. A typical ABC classification is illustrated in Table 5.

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TABLE 5

A Typical ABC Classification

Category	A	B	C
Items	20%	35%	45%
Inventory Value	80%	15%	5%

In the following analyses the number of line items and total demand were stratified in respect to the estimated P. Estimated P was chosen as the control parameter because it was assumed that a few parts with a high probability of demand should account for the largest demand percentage. The individual demand and line items distributions/ABC analyses are discussed below.

1. Line Item Analysis

The 567 line items which indicated replacement probability of less than 100% were analyzed. The distribution of the line items and the ABC graph are presented in Figures 4 and 5, respectively.

A review of Figure 4 indicates that the largest number of line items "167" had a probability of replacement of 0.12. Additionally, it can be seen that spikes in this distribution occurred at 0.05, 0.11, 0.18, 0.27, etc. From Figure 5 it can be seen that approximately 58% of the line items have an estimated P of less than 0.10. When the

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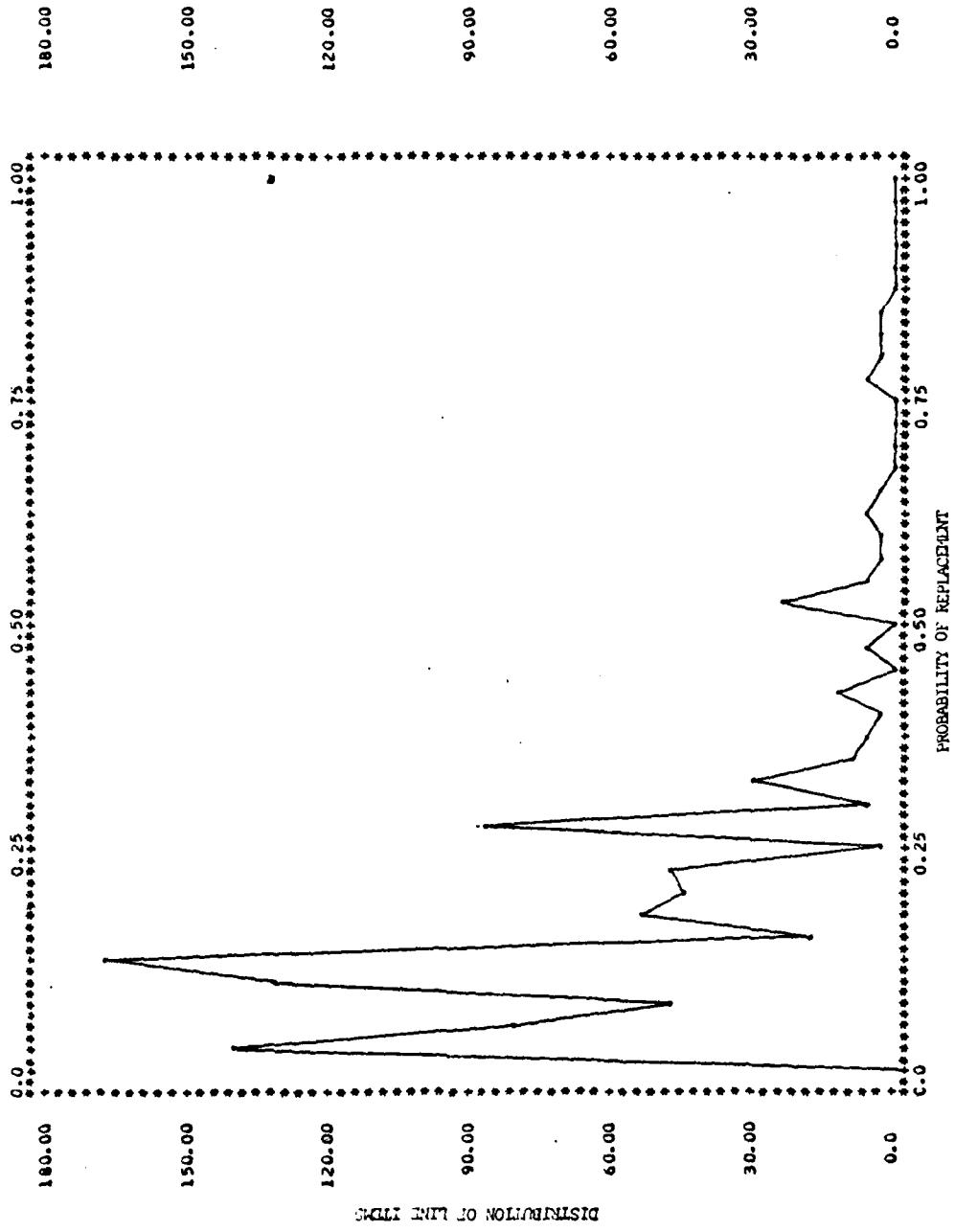
Figure 4: Distribution of Line Items
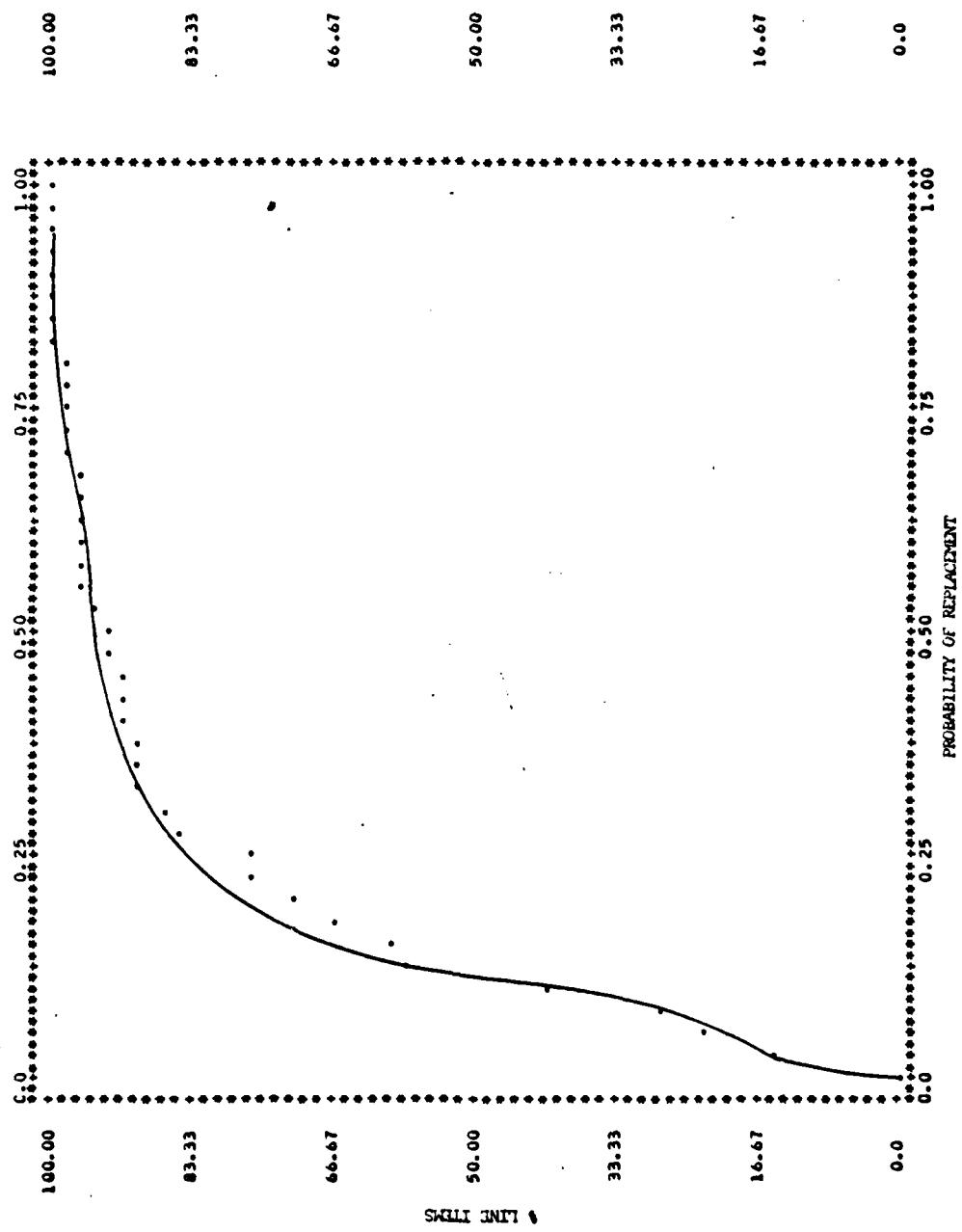
Figure 5: ABC Curve of Line Items

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estimated P is increased to approximately 0.32 then almost 90% of the 567 line items are included.

2. Quantity Analysis

A total demand of 31,514 NSA repair parts were generated over the four quarters in support of the five rework categories. This total demand was spread over the 567 different line items which had an estimated P of less than 1.00 but greater than 0.00. The quantity demanded distribution and the associated ABC curve are presented in Figures 6 and 7.

From the distribution graph (Figure 6) it can be seen that the largest demand of 3,200 parts occurred at a P estimate of 0.075. As stated previously, it was expected that a high percentage of the demand would be generated by the items having the higher probabilities of replacement. This assumption is refuted by Figure 6. By comparing Figure 6 with Figure 4 it is apparent that the peaks in the distributions closely approximate each other. This pattern of increases appears to be a result of the units of application and the number of inductions in the various repair categories. A grouping of large units of applications occurs at each of the above peaks. At the 0.05 peak the units of application have values such as 52, 10, 22, 55, 27, and 79. The repair categories with the low induction rates but high units of application seem to be predominate at the high P

34
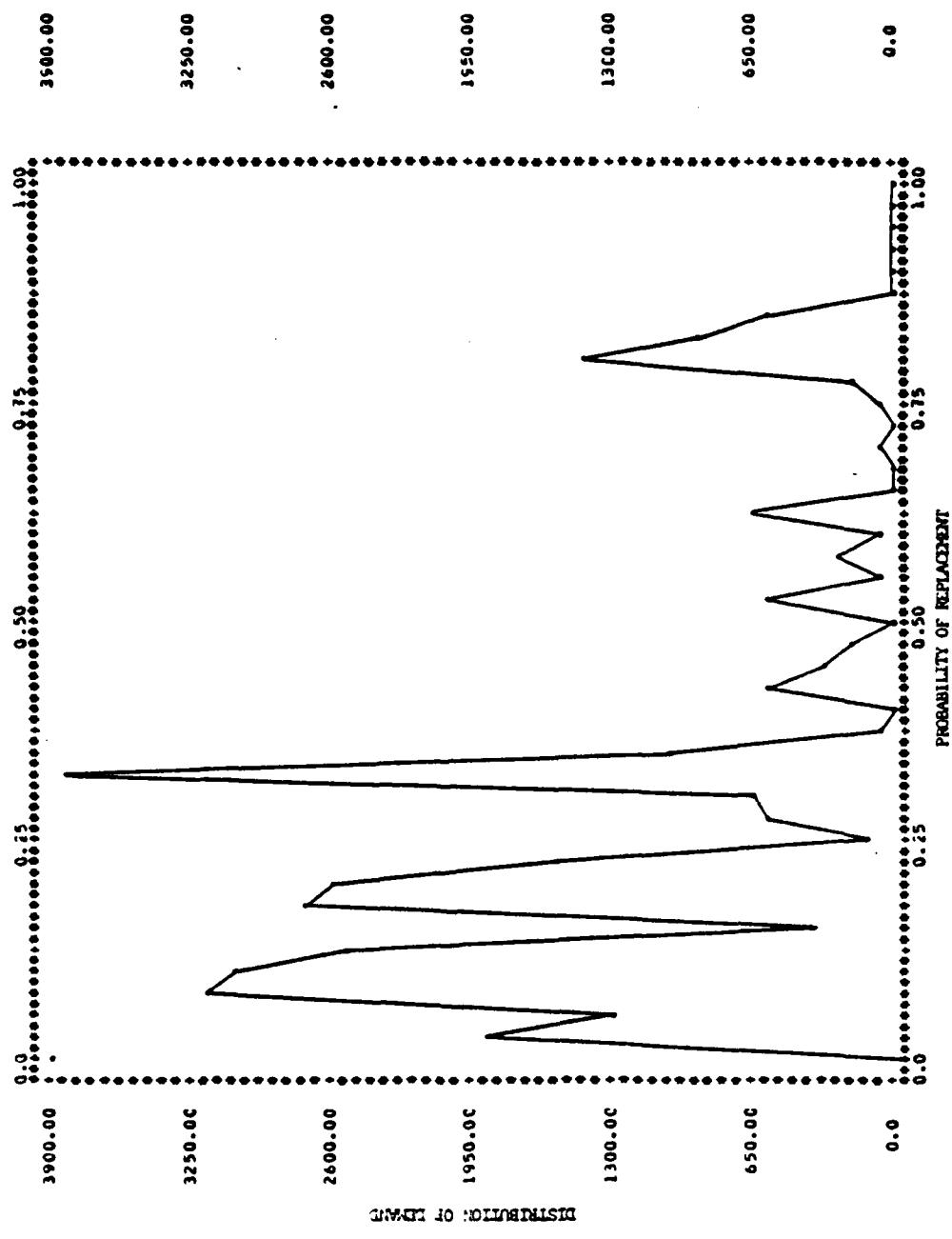
Figure 6: Distribution of Total Demand
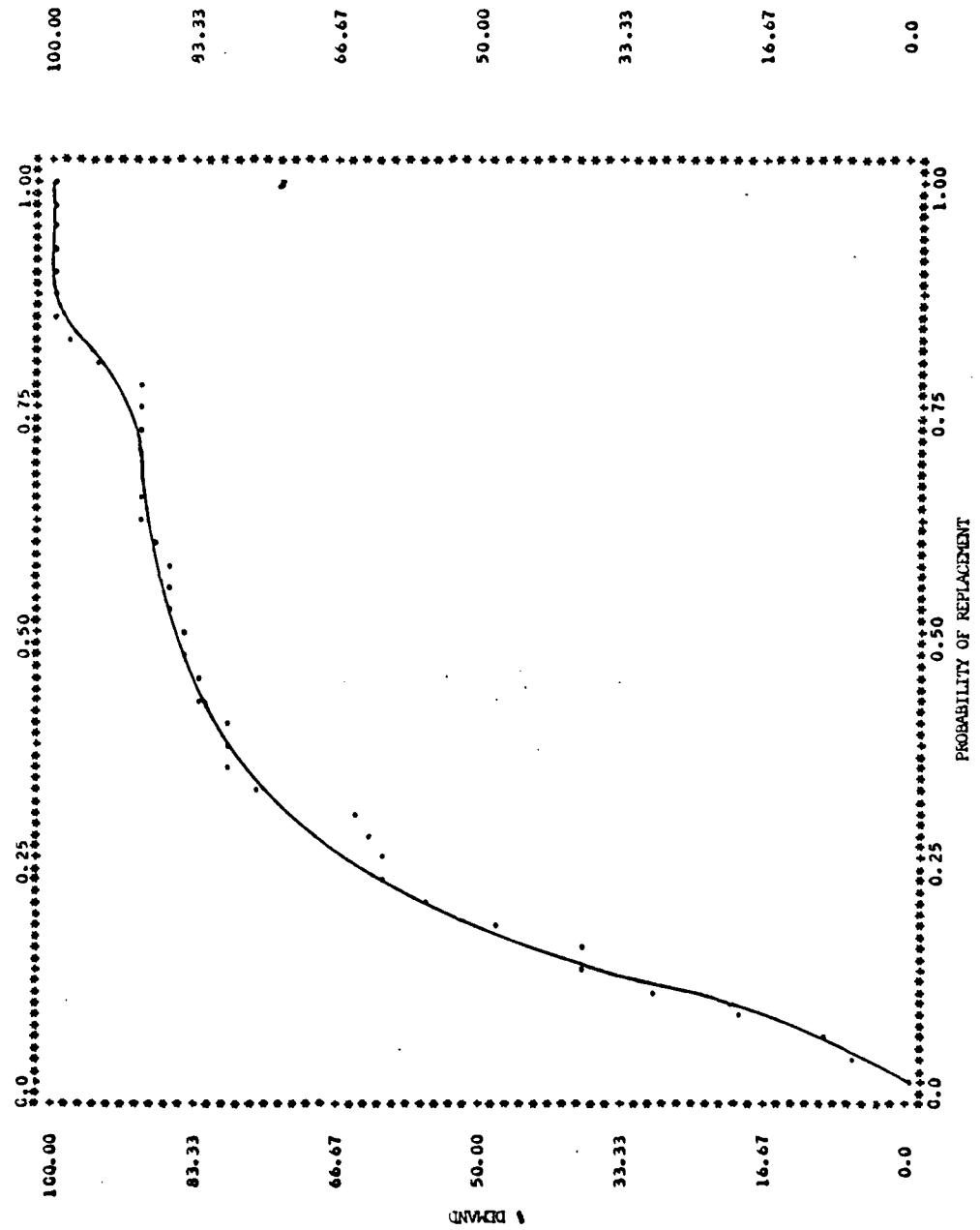
Figure 7: ABC Curve of Demand

values. The low P values are dominated by those TF34/Minor items having large units of application. That repair category also had the largest number of inductions.

3. Unit Price Analysis

A reasonable assumption is that the cost of an item is an indication of its reliability. Therefore a high cost part should be associated with a low P value. The line items were initially grouped in intervals of estimated P with the mean and standard deviation of the unit prices determined. These computed mean and deviation values are presented in Figures 8 and 9 respectively. The mean and standard deviation for all of the 567 items were $320 and $967, respectively. If only line items with an estimated P equal to or greater than 0.60 are utilized then the mean and standard deviation decrease to $114 and $167, respectively.

Regression techniques were utilized to determine the degree of correlation when price was regressed against estimated P value. A number of transformations were attempted in an effort to attain the best Coefficient of Determination, R^2. In all of the transformations the R^2 was approximately zero. The regression results are presented in Table 6. For example, the formula for the log to base e transformation was:

$$\ln \text{Price} = 3.87 + 0.0009P.$$
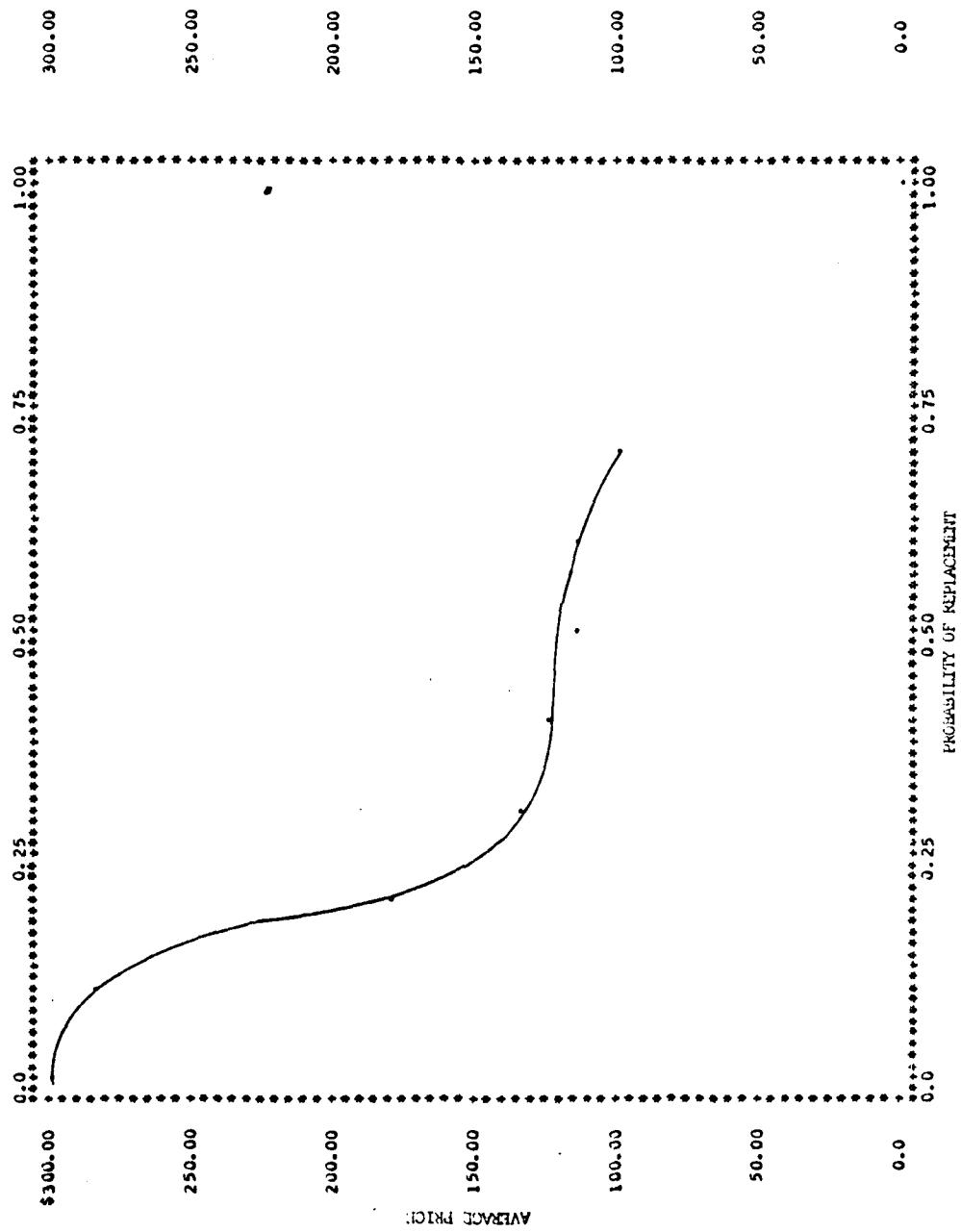
Figure 8: Average Price vs Estimated P
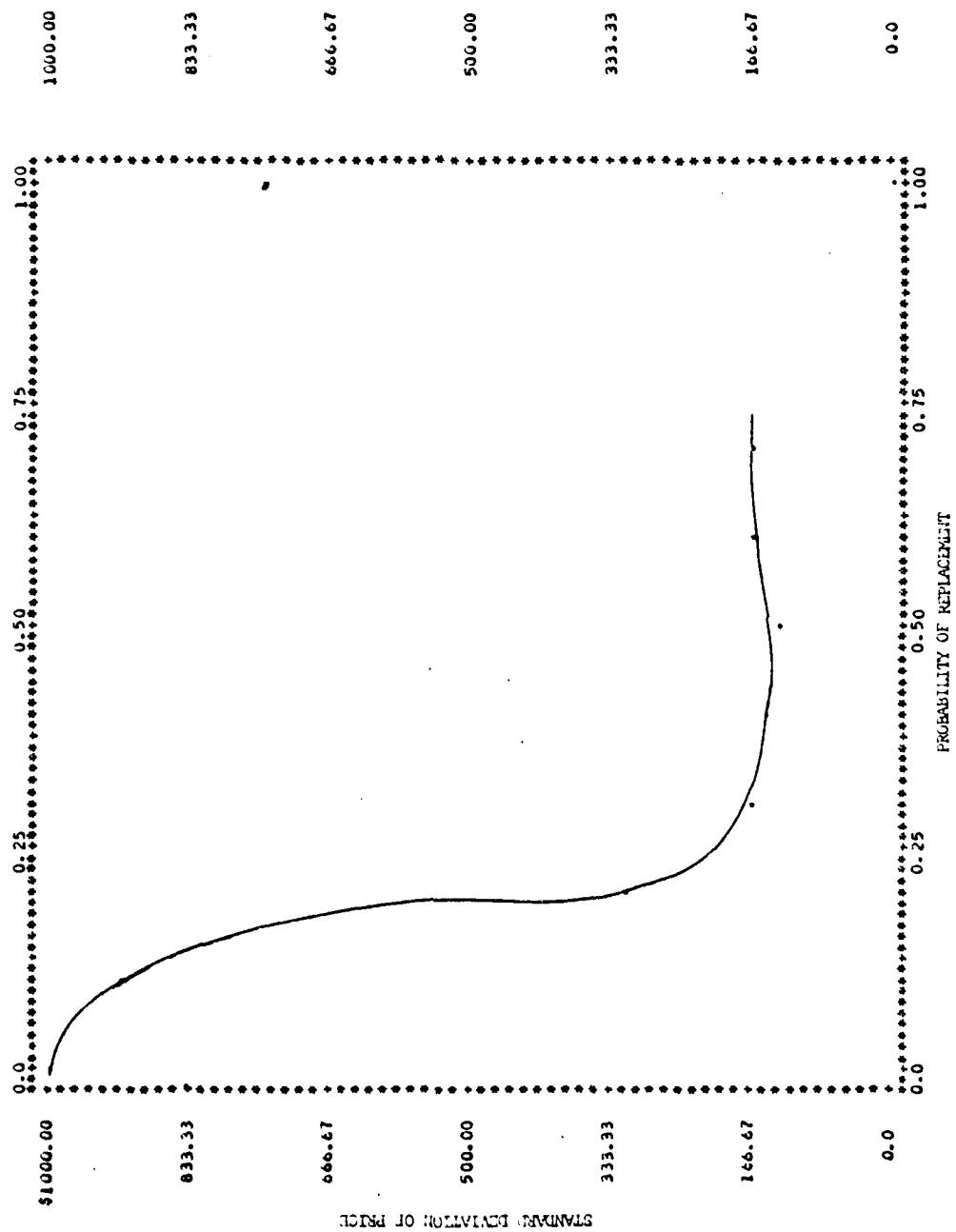
Figure 9:   Standard Deviation of Price vs. Estimated P

The lack of a "fit" is due to the large variances in unit price, particularly at the lower estimated P values (see Figure 9).

TABLE 6

Unit Price Regression Data

Price Transformation	R^2
Price	0.004
Sqrt Price	0.002
1/Price	0.000
LogE Price	0.000
Log Price	0.000

4. P Value Accuracy

The actual P values for a given item are not known. As stated previously in Chapter II, the confidence intervals for actual P values are dependent upon both the size of the sample and the resulting estimated P values. The worst case for each of the five categories will occur when the estimated P is equal to 0.50.

For items in each repair category that had a units of application value of 1, the upper "u" and lower "l" limits of a 95% confidence interval are presented in Table 7 for estimated P values of 0.20 and 0.50. The largest sample size of 62 for the TF34-400/MIN repair category provides an interval from 0.37 to 0.63 when the estimated P is equal to 0.50. This means that we are 95% confident that the actual

TABLE 7

TF34 "P" Value Confidence Intervals

		0.20		0.50	
Category	N	l	u	l	u
TF34-100/MIN	11	0.02	0.56	0.20	0.80
TF34-100/MAJ*	4	0.02	0.61	0.16	0.84
TF34-DTE/MIN*	6	0.02	0.61	0.16	0.84
TF34-400/MIN	62	0.11	0.32	0.37	0.63
TF34-400/MAJ	10	0.02	0.56	0.18	0.82

*Limits are for N = 8.

P value lies in this interval. The bounds imply that the actual P value is within .13 of the estimated P value given a 95% confidence level. To reduce the width of this interval to a range of 0.45 to 0.55 the sample size must be increased to approximately 400.

Fortunately, the worse cast results apply to only a relatively few items as shown in Figure 4. The majority of the items have estimated P values of 0.27 or less. The confidence intervals based on an estimated P value of 0.20 are therefore more representative of a majority of the items. Finally, it is also true that large units of applications dominate the low P values. Therefore the confidence intervals can be expected to be less what is shown in the table, when the units of application m are greater than one. Because the accuracy of the estimated P values increases as

the size of the sample increases, the width of the confidence interval can be expected to decrease as more demand data is collected over time. A new improved estimated P value can be determined at the end of each quarter based on the aggregate demand data over all of the quarters to date.

D. INVENTORY COST DATA

Utility theory pertains to the intrinsic value of a parameter and its associated risks [Ref. 11]. Utility could therefore be defined as the value that the NARF assigns to an RFI engine in a given situation of possible work stoppages caused by insufficient inventory. A simple stocking procedure would be for NARF Alameda to maintain stock levels commensurate with the value of utility achieved. This intrinsic value of utility would be balanced against the inventory cost. For example, the cost to maintain a certain level of inventory such as the mean plus two standard deviations may be greater than the utility that is received by the NARF in the form of increased work stoppages.

Inventory cost estimates are provided in Table 8 based on the value of the inventory for the four quarters stocked to the expected demand, first deviation, second deviation, and 100% level. If the inventory was maintained at the expected demand of 6 units for a given repair part and repair category, then there is a fifty percent chance that seven or more units will be required that quarter and a work stoppage

TABLE 8

Inventory Cost Estimates

*(Thousands of Dollars)

P Value	Mean*	S1*	Pct	S2*	Pct	100%*	Pct
0.007	$2,718	$3,632	33.6	$4,536	66.9	$22,531	728.9
0.100	2,314	2,909	25.7	3,493	51.0	9,041	290.7
0.200	1,743	2,026	16.2	2.299	31.9	5,279	202.9
0.300	1,360	1,498	10.1	1,627	19.6	3,661	169.2
0.400	372	427	14.9	474	27.4	666	79.0
0.500	260	297	14.1	326	25.4	397	52.8
0.600	181	191	10.6	215	18.5	245	35.4
0.700	145	157	8.5	166	14.3	185	27.8
0.800	64	66	3.5	69	6.4	78	21.0
0.900	2	3	11.1	3	11.1	3	11.1

will result. The 100% level is the maximum possible demand and is equal to the product of the number of inductions times the units per application of the line item and no work stoppage would result.

Costs to stock at the different levels were calculated using the estimated P values and the production schedule. The individual quarters were aggregated to provide an esti-mate of the total annual expenditures at the different levels of protection. The cost estimates in dollars and percentage of increase to achieve that level of protection above the mean are also presented in Table 8. P value in the table represents the smallest value for which a repair part would be stocked.

For example, if management determined that a part would
not be stocked if its probability of being demanded in the
quarter was less than 0.20, then the cost to stock all the
items with a P value greater than 0.20 would be $1,742,995
for the year. This equates to an average quarterly expendi-
ture of $435,748.

Because of budget constraints, it is reasonable to assume
that NARF Alameda and NSC Oakland will not have unlimited
funds available. Therefore, an arbitrary "not to exceed"
unit cost of 1000 dollars might be assigned for an item in
the RSS. If it costs 1200 dollars then it would not be
requisitioned until after an actual demand was generated.

A cost comparison for stocking to the expected demand
without a unit price constraint and with $1000 a limit is
presented in Figure 10. It can be seen that the limit has
no appreciable effect until the probability of replacement
drops below approximately 0.35. As Figures 8 and 9 show,
the high cost items are strongly associated with low proba-
bilities of replacement.
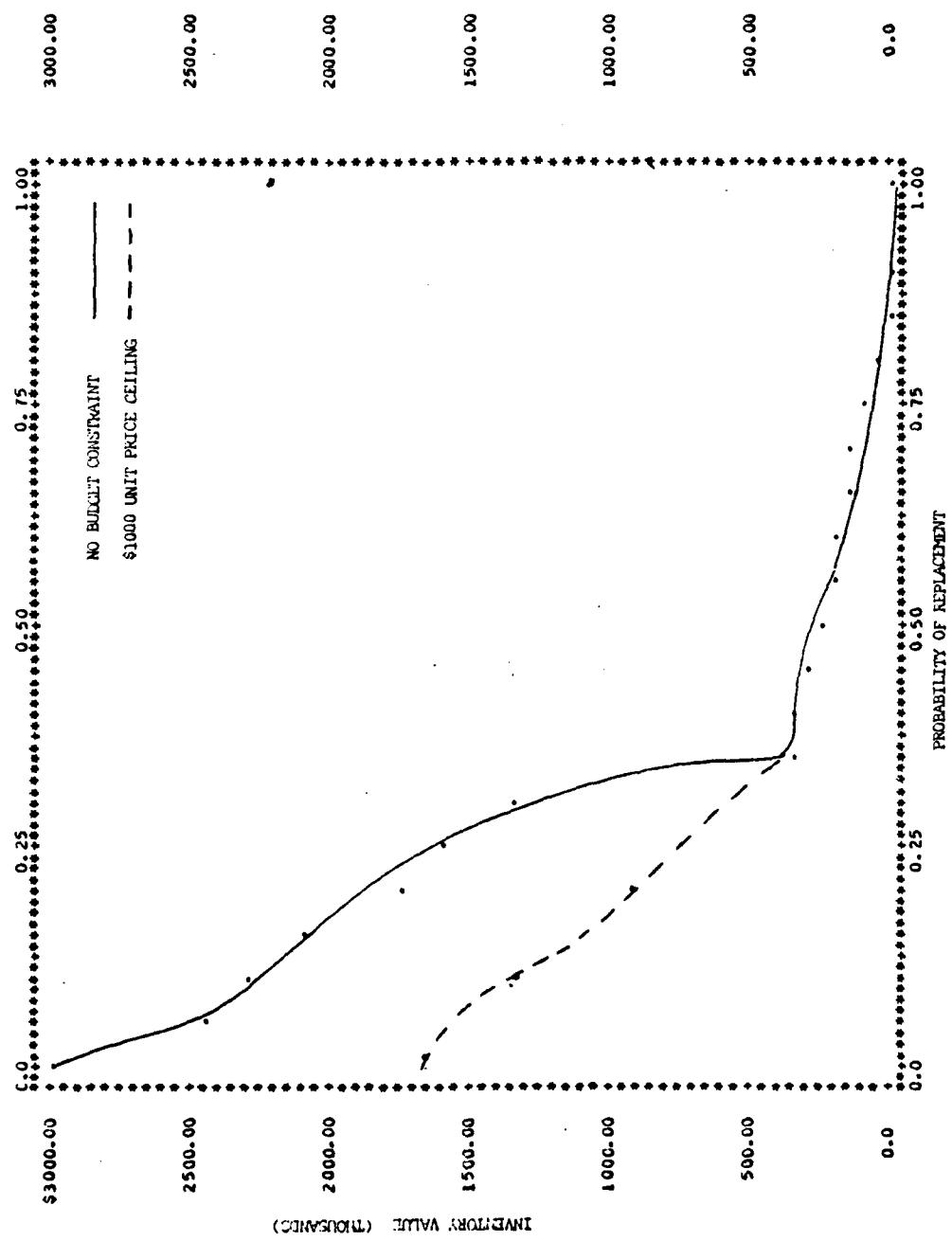
Figure 10: Inventory Value Comparison

IV.   REPAIR PARTS INVENTORY MODEL

The proposed inventory model was described in Chapter II
and is designed to balance the holding, processing, surplus,
and shortage costs associated with a repair part. The total
expected costs per quarter were described by equation (3) in
Chapter II. An analysis of the parameters and their inter-
actions are presented in this chapter.

A.   INVENTORY PARAMETERS

The unit price C, processing cost Cp, holding cost Ch,
and the probability of replacement P of a part are easy to
determine. The price C of a part is available from either
the Master Data File of the Uniform Inventory Control Point
(UICP) system or the item manager. Historical data should
be available on the processing costs to install an item in
the RSS. The Ch value can be approximated by the product of
the Holding Cost Rate (I) and C as in the UICP model.
Presently the UICP system uses I equal to 0.21 per unit-year
or 0.0525 per quarter for consumables (i.e., NSA items).
The parameter P can be estimated from the historical demand
records as has been done earlier in this thesis.

Since the value of C is fixed, the surplus cost KC can
be made variable through the use of the K value. This quanti-
ty can be used as a measure of risk that NSC Oakland is willing

to accept in regards to having excess inventory at the end of a quarter. It is an approach for quantifying the financial impact that surplus items will have at the end of the quarter, especially if they are subsequently not demanded in the next quarter.

Three different methods of assigning K were analyzed. The first method was to have K be equal to an arbitrarily assigned value "a" which was then held constant ($K = a$). The second method allowed K to vary in proportion to the unit price of a part. The K factor was equal to the product of the value "a" and the unit price C ($K = aC$). For example, a $1.00 consumable part may have no discernible effect on the RSS, whereas a $5000 part could prevent the stocking of sufficient inventory of other parts and thereby result in excessive work stoppages. The third method had K vary inversely to the population P value ($K = a - aP$). In this case, a part with a low probability of demand such as 0.05 would be assigned a higher K value than a part with a P value of 0.75. This allows for additional consideration of the fact that a part with a low probability of replacement stands a good chance of not being required in the next quarter. As the probability of demand approaches 1.00, the K value would approach zero reflecting the fact that the chance of a surplus is approaching zero.

The shortage cost C_s is not readily available. As stated previously, it represents the additional costs incurred as a

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result of a work stoppage. It should represent the manhours spent to backrob, manhours consumed by maintenance personnel to change job tasks, and the intrinsic cost of delaying the availability of a RFI asset to the fleet. Data should be available in which the cannibalization manhours spent can be determined for the individual assets. The manhours spent on changing job tasks could possibly be approximated by utilizing the standard manhours allowed for setting up a task. The intrinsic cost of not having an RFI asset cannot be determined explicitly at the present, but should be a measure of aircraft readiness degradation.

B. SHORTAGE COST VS UNIT PRICE

The relationship between the unit price of a part and the shortage cost associated with the asset were analyzed for each of the above methods of assigning the K parameter. This provided a basis for comparing the effects of the different K factors on the otpimal quantity y in relation to the unit price and shortage cost values. The parameters Ch, Cp, and P were defined as the product of 0.21 times C divided by four, $1.00, and $50.00, respectively.

Figure 11 presents the unit shortage cost values versus the unit price of a part when K is equal to 0.25, 0.50, and 1.00. The linear curve corresponds to when the optimal quantity of y is equal to the expected demand nmP (i.e., the right hand side of equation (4) is equal to 0.50). If a
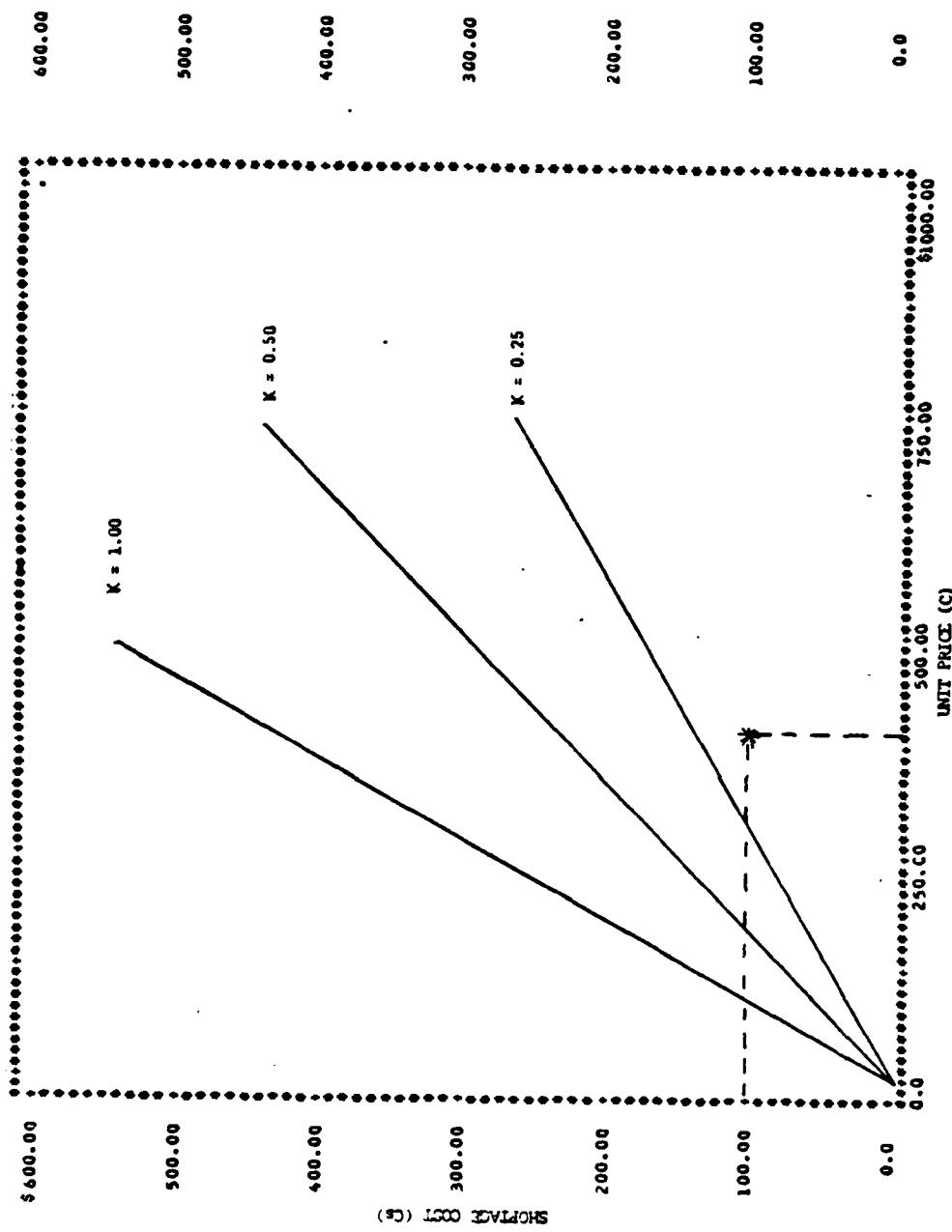
Figure 11: Unit Shortage Cost vs Unit Price when Optimal Y
Is the Expected Demand and K Is Constant

point is above the curve then it indicates that the part should be stocked at a level greater than the expected demand. For example, if the NARF assigned a shortage cost of $100 to the TF34-400/Minor repair category, the cost of a repair part was equal to $400, and K was equal to 0.25 then the part should be stocked to a level less than the expected demand. The example point is shown in Figure 11.

Figure 12 presents the second method of varying K in proportion to the unit price when y is the mean demand. In this example the constant "a" is assigned the values of 0.00025, 0.0005, and 0.001. For the first "a" value, K varies from 0 to 0.025 (the end-points correspond to the K = 0.25 curve of Figure 11). It can be seen that the shortage cost and the unit price assume a non-linear relation-ship. As in Figure 11, the points above a curve correspond to the optimal quantity y being greater than the expected demand. The same shortage cost and unit price values in the previous example now result in the optimal quantity y being greater than the expected demand when K goes from 0 to 0.025.

The third method of assigning the K value is presented by Figure 13. Since K is now a function of the P value, curves for P values of 0.10, 0.30, 0.50, 0.70, and 0.90 are depicted. Although curves for values of "a" larger than 0.25 are not shown, their impact would be similar to the shifts experienced in Figures 11 and 12.
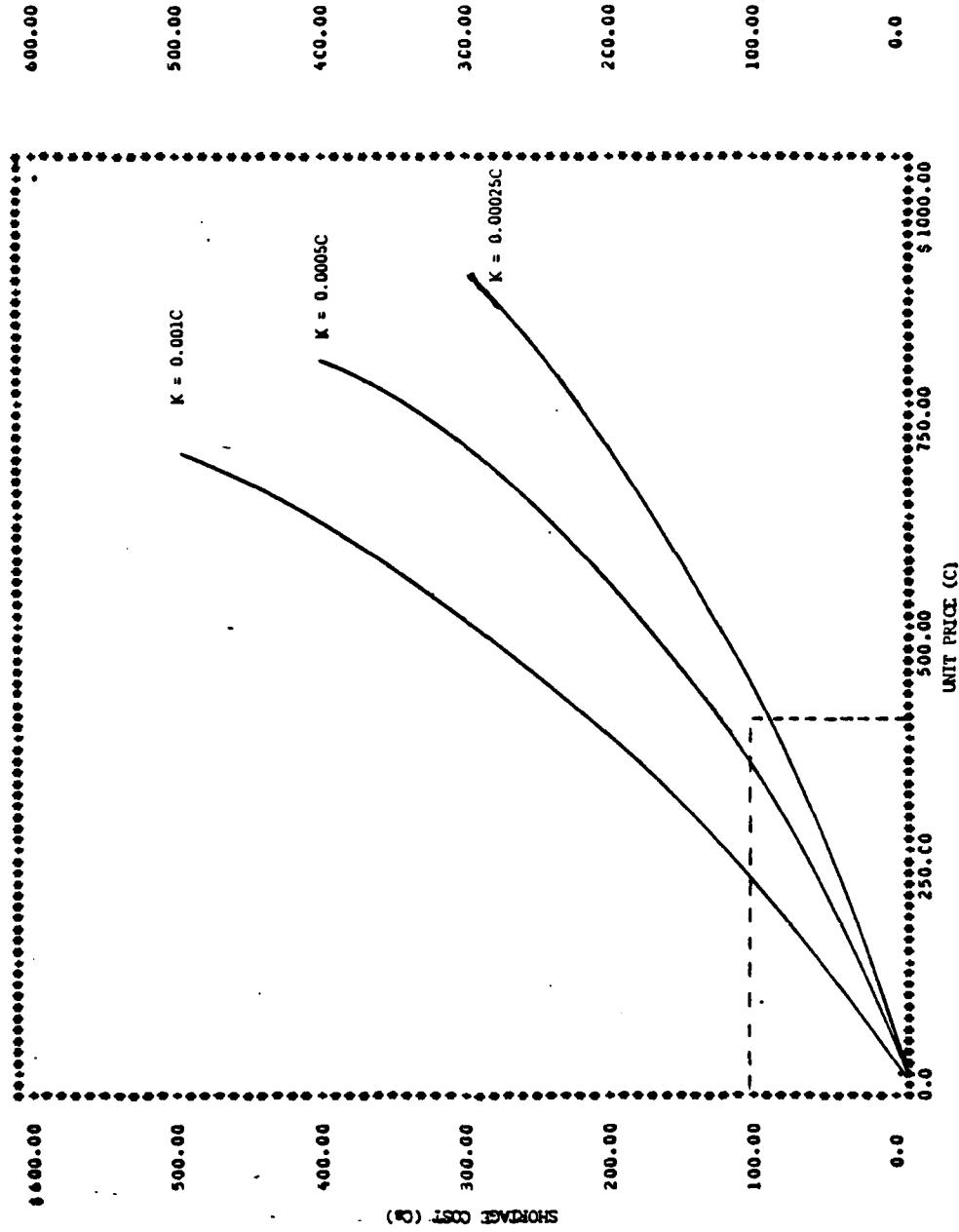
Figure 12: Unit Shortage Cost vs Unit Price when Optimal Y
Is the Expected Demand and K Is Proportional to Unit Price

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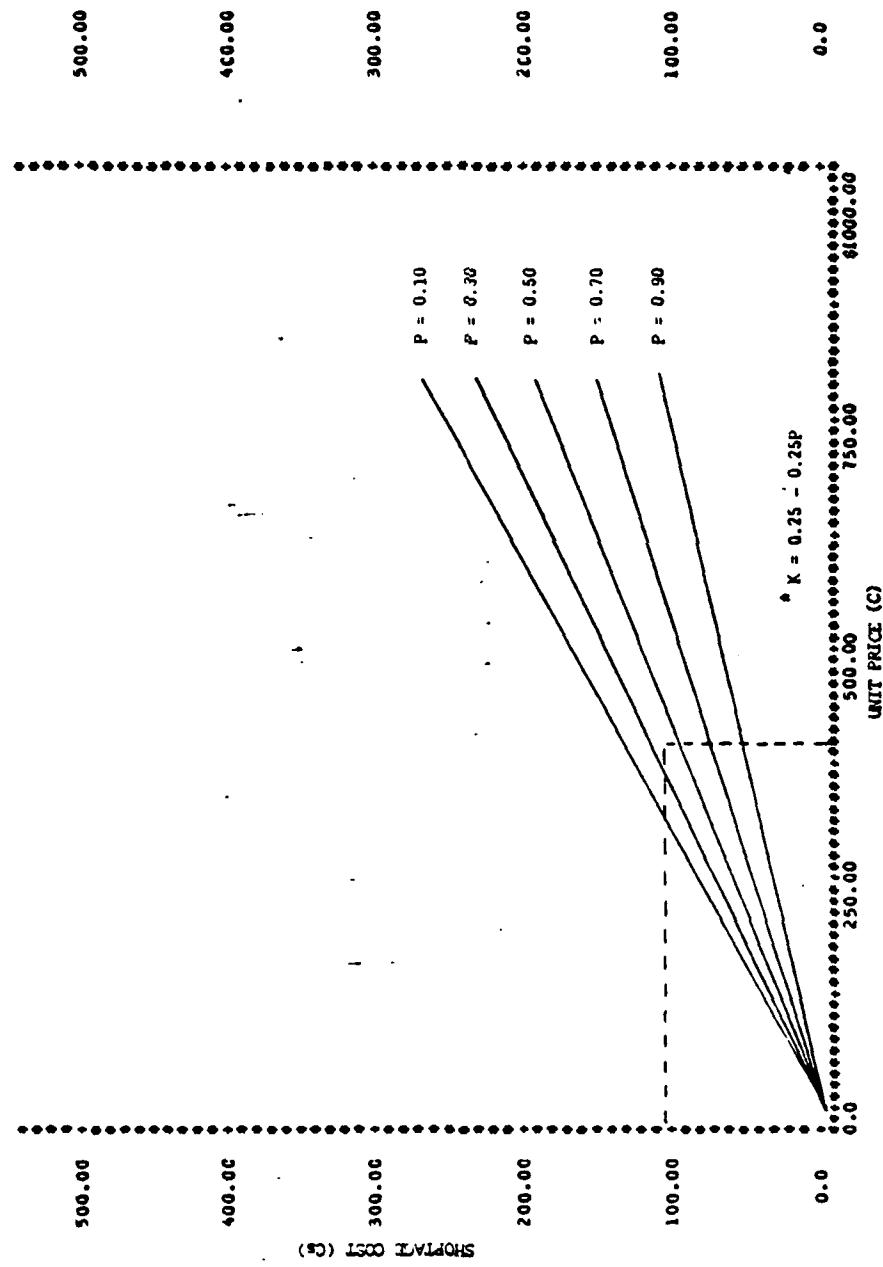
Figure 13: Unit Shortage Cost vs Unit Price when Optimal Y
Is the Expected Demand and K Is Proportional to the
Probability of Demand

C. OTHER INFLUENCES

Although a detailed analysis of them is beyond the scope of this thesis, two additional parameters are worthy of mention when influences of K and Cs are being considered. They include the complexity of the repairable asset and the induction quantity.

1. Repairable Asset Complexity

A large number of different assets are inducted for rework by NARF Alameda throughout the quarter. These inductions can range from a major end item such as an aircraft or an engine to a repairable component such as a generator or a fuel control.

It is reasonable to assume that the shortage and/or surplus costs associated with a major asset such as an aircraft will be different from those of a fuel control. A major end item may have a higher shortage cost because of its greater impact on the workload if a work stoppage is experienced.

2. Induction Quantity

A final factor which should be considered in the establishment of K and Cs values is the quantity of an asset to be inducted. For example, if only one asset is inducted per quarter the impact on the expected number of surplus parts will be much less than if ten assets had been inducted. A similar behavior will occur in the expected number of shortage of parts. As a consequence, K and Cs should

incorporate some increasing function of the number of anticipated inductions.

Additionally, knowledge of the anticipated need for a part in a future quarter should be incorporated in the K and possibly the Cs values. Usually there is some information known about the expected workload in the quarter following the period being scheduled at the workload conference. If an item can be used in the following quarter then the impact of a surplus at the end of the quarter being scheduled will not be as great as when no demands are expected.

V. SUMMARY, CONCLUSIONS, AND RECOMMENDATIONS

A. SUMMARY

The NARF located at NAS Alameda is presently implementing a variation of a MRP system. This system will provide management with the capability to project quarterly supply requirements based on the production schedule.

As discussed in Chapter II, the traditional MRP system is dependent upon the Master Production Schedule, Bill of Materials, and Inventory File. The production schedule is derived from a forecast of the expected requirements for an end product or products. The MRP logic assumes that once a production schedule is decided upon the material requirements can be accurately determined because of their dependency to the schedule.

Rework introduces a new parameter to the classic MRP approach because every repair part that is identified in the bill of materials is not necessarily required each time an asset is inducted into rework. In a rework process such as at NARF, only the parts that are defective are required to RFI the end product.

One goal of this thesis was to generate the probability of replacement values for the TF34 engine repair parts. It was assumed that the NARF's quarterly production schedule of N products creates a demand for a repair part that can be

modeled by the Binomial Distribution. Because of this uncertainty in demand, a support inventory is appropriate.

A proposed inventory model was developed by McMasters and is reviewed in the final sections of Chapter II. This inventory model provides a means for balancing the costs associated with inventory shortages and surpluses.

Chapter III contains the analysis of the engine repair data for 1980. There were large fluctuations in the number of engines reworked from quarter to quarter. Differences were also noted in the number of parts required to support the TF34-100 and 400 engines even though the depth of repair classification was the same. Additionally, increasing the depth of repair did not necessarily increase the number of line items required for that repair.

The units of applications and demand history files were utilized to generate the probability of replacement values for NSN identified parts which are procured with the NSA. The probabilities were assumed to be computable from the ratio of the total demand and the product of the units of application and total inductions. The calculated values ranged from 9.90 to a low of 0.0067. The probabilities equal to 1.00 indicate that the repair part is always replaced during rework. Values in excess of 1.00 are a result of excess material being ordered. A majority of the line items had an estimated P value of less than 0.27 or

greater than 0.75 with the accuracy increasing as the values approached either 0.00 or 1.00.

It was initially assumed that the repair parts with a high P value would generate a large percentage of the demand. But this assumption was refuted by the results of the analysis. The repair categories with a low induction rate but high units of application dominated the high P values; whereas the TF34 minor with the high induction rate prevailed at the low P values.

Regression analysis failed to identify any correlation between a part's unit price and its probability of replacement. Large variances in the unit price were found throughout the range of P values, with particularly large variances at the low P values. The average price of a repair part did decrease from approximately $300 to $120 as the probability increased from 0.01 to 0.70.

Inventory investment cost projections were determined based on stocking to the expected demand or mean, the first and second standard deviations beyond the mean, and at the 100% level. The total investment costs at the different levels of inventory began to greatly increase when the estimated P values dropped below 0.35. These costs could be greatly reduced by setting a ceiling such as $1000 on the unit price of a repair part to be placed in inventory. This was particularly effective at the low estimated P values.

Chapter IV presented parametric analyses of the surplus and shorgage costs when an optimal quantity of an item was placed in inventory. The surplus cost was a function of a factor designated as K and the unit price C of a repair part. Three shortage versus unit price curves were generated for the following proposed forms of the K factor:

1. $K = A$,

2. $K = AC$,

3. $K = A - AP$,

where A is a constant, C is the unit price, and P is the probability of replacement.

B. CONCLUSIONS

The following conclusions were reached from the analyses conducted in this thesis.

1. The implementation of an MRP system at NARF Alameda is important for projecting the quarterly supply requirements.

2. The P values are distorted by maintenance personnel ordering repair parts in excess of the units of application.

3. Except for the TF34 minor repair category, the one-year time period was too short to provide adequate sample sizes for attaining accurate estimates of the P values.

4. The lack of any correlation between the unit price and the probability of replacement was a result of the large variances in the unit prices.

5. The high unit prices are normally associated with the low estimated P values.

6. The pattern of peaks in the quantity and line items distributions is a result of the units of application and repair category induction rate.

7. The effectiveness of the Inventory Model can be increased if the actual shortage costs were known.

8. In absence of the actual shortage and surplus values, the shortage cost versus unit price curves can provide management with a tool for balancing the associated costs.

9. The actual form of the surplus cost factor K may be dependent on more than just unit price or probability of replacement.

C. RECOMMENDATIONS

This thesis is a preliminary step in the implementation phase of the NARF's MRP system. It concentrated on the TF34-100/400 engines. Analyses of a similar nature are needed on other components overhauled by the NARF. However, the work on the other components must await the development of their respective bills of materials. Relative to the TF34 engine the following recommendations for further analysis are made.

1. The MRP logic must be able to identify any repair part that is ordered with the actual induction that it is to be utilized on. It must also prevent personnel from ordering material in excess of the units of application.

2. The accuracy of the P values can be increased by having these values updated on a continual basis with the demands aggregated over several years to increase the sample size.

3. The actual costs of a work stoppage should be determined prior to the utilization of the Repair Part Inventory Model.

4. Further analysis of the surplus cost K factor should
    be conducted in order to adapt it to a form which is
    desirable to management.

APPENDIX A

NARF ALAMEDA DISPOSITION CODES

1.   A   Analytic Rework

2.   BT   Bench Test

3.   BZ   Beyond Economical Repair

4.   CR   Controlled Rework

5.   CT   Check and Test

6.   FV   Facility Verification

7.   L   Leave On

8.   MZ   Missing

9.   NA   Not Applicable

10. ND   No Document

11. NI   Not-Incorporated (TDC)

12. NM   Negotiated Replacement (Missing)

13. NZ   Non-Standard (Remove/Replace)

14. OZ   Obsolete

15. PR   SDLM/Depot Level Maintenance Rework

16. R   Overhaul

17. RZ   Remove for Accessability

18. S   Scrap

19. SP   Structural Sampling Program

20. X   Remove for Access/Temporarily Re-install

APPENDIX B

SAMPLE RECORD FROM UNITS PER APPLICATION FILE

PART NUMBER	CCG	NSN	SMIC	NOMEN	UA
5026T42G02	RM	2840-00-030-9220	SN	SECTOR,S12	6
6C17T00P03		2840-C0-030-9221	TB	SHAFT,HPT	1
6021T36G03	RM	2840-00-030-9222	SN	SEGMENT,S1	20
2682072	9Z	5360-00-030-9630		SPRING	2
52-01312-1		5360-00-030-9631		SPRING	1
52-01156-2		5360-00-030-9676		SPRING	1
52-01267-1		5360-00-030-9678		SPRING	1
3020T52P05	9Z	5365-00-030-9682		RING	1
390501		4820-00-032-1740		SEAT	1
4020T13P01		2840-00-032-2716	TB	SHIELD	1
3024T53P01		2840-00-032-2741	TB	WEIGHT	2
3024T53P02	RM	2840-00-032-2742	SN	WEIGHT	3
3024T53P03		2840-00-032-2758	TB	WEIGHT	2
3024T53P05		2840-00-032-2759	TB	WEIGHT	2
4020T37P02		2840-00-032-2761	TB	LEVER	8
4C20T70P01		2840-00-032-2834	TB	WEIGHT	1
4C19T38P01	RM	2840-00-032-2856	SN	SEAL	1
3023T57P01	RM	2840-00-032-2857	SN	WEIGHT	4
3023T57P03	RM	2840-00-032-2898	SN	WEIGHT	4
3023T57P04		2840-00-032-2937	TB	WEIGHT	20
6016T58G08	RM	2840-00-032-2959	SN	SEGMENT,S3	11
5033M36G01	RM	2925-00-032-3318	SN	CONNECTOR	1
7017M71G02	RM	2925-00-032-3319	SN	CONNECTOR	1
5033M33G03	RM	2925-00-032-3321	SN	CONNECTOR	1
J360P07	9Z	5365-00-032-3415		PLUG	1
J478P03	9Z	5340-00-032-3430		INSERT	26
52-01266-2	RM	2915-00-032-3540	SN	COVER	1
4420-522		2915-00-032-3545		LEVER ASSY	1
52-01310-1	RM	2915-00-033-3084	SN	PISTON	1
52-01265-2		2915-00-033-3085		COVER,ACCE	1
914619	RZ	4320-00-033-6873	SN	KIT-O/H	2
38-79004-00		4320-00-033-6877		SEAL	2
394519	RM	4320-00-033-6902	SN	RING ASSY	1
32-62315-00	RM	4320-0G-033-6906	SN	PLATE ASSY	1
32-53005-10	RM	4320-00-033-6938	SN	HEAD ASSY	2
24-4560C-01	RM	4320-00-033-6941	SN	GEROTOR AS	1
32-62315-00	RM	4320-00-033-6942	SN	PLATE ASSY	2
24-4550C-00	RM	4320-00-033-6953	SN	GEROTOR AS	1
5024T16P01		4820-00-033-7116		PISTON	1
6C20T24G02	RD	2840-00-033-7236	SN	PANEL	1
6016T63P04		2840-00-033-7247	TB	BLADE,4	160
6016T62P04	RM	2840-00-033-7250	SN	BLADE,3	158
6021T11P01	RM	2840-00-033-7254	SN	BLADE,STG1	30
6021T17P01		2840-00-033-7256	TB	BLADE,STG7	77
6021T17P02	PM	2840-00-033-7257	SN	BLADE,SP7	7
6021T19P01		2840-C0-033-7266	TB	BLADE,STG9	79
6021T24P01		2840-00-033-7271	TB	BLADE,STG1	92
6021T24P02	RM	2840-00-033-7276	SN	BLADE,SP14	7
5026T33P01	RM	2840-00-033-7316	SN	VANE,STG3	68
5026T34P01		2840-00-033-7328	TB	VANE,STG4	76
5026T35P01	RM	2840-00-033-7336	SN	VANE,STG5	78
6021T20P01		2840-00-033-7350	TB	BLADE,STG1	85
6021T20P02	RM	2840-00-033-7352	SN	BLADE,SP10	7
6021T21P01		2840-00-033-7359	TB	BLADE,STG1	79
6021T21P02	RM	2840-00-033-7361	SN	BLADE,SP11	7
6018T50G02	RM	2840-00-033-7368	SN	SEAL,6 LPT	2
6018T50G05		2840-00-033-7369	TB	SEAL,6 LPT	2
6018T51G02	RM	2840-00-033-7380	SN	SEAL,6 LPT	2
6018T51G05		2840-00-033-7381	TB	SEAL,6 LPT	2
5023T67P01		2840-00-033-7382	TB	SEAL	1

APPENDIX C

SAMPLE RECORD FROM THE DEMAND HISTORY FILE

COG	NSN	RPR CATEGORY	QTR	UI	DEMAND	REQN	PRICE
1R	28400C0309221	TF34/100/MAJ	3	EA	1	1	6240.00
1R	28400C0309221	TF34/400/MIN	4	EA	1	1	6240.00
1R	28400C0309222	TF34/100/MAJ	2	EA	20	1	133.00
1R	28400C0309222	TF34/100/MAJ	3	EA	19	1	133.00
1R	28400C0309222	TF34/100/MAJ	4	EA	20	1	192.00
1R	28400C0309222	TF34/400/MIN	2	EA	20	1	133.00
1R	28400C0309222	TF34/400/MIN	3	EA	40	2	133.00
1R	28400C0309222	TF34/400/MIN	4	EA	20	1	133.00
1R	28400003227716	TF34/100/MAJ	2	EA	1	1	161.00
1R	28400003227759	TF34/100/MAJ	4	EA	100	1	1.90
1R	28400C0322856	TF34/400/MIN	4	EA	2	2	663.00
9C	43200003369C6	TF34/400/MAJ	4	EA	1	1	131.07
9C	43200003369941	TF34/400/MAJ	2	EA	2	1	138.64
9C	4320C003369941	TF34/400/MAJ	4	EA	4	2	175.82
9C	4320C003369941	TF34/400/MIN	3	EA	4	2	138.64
9C	43200003369953	TF34/400/MAJ	4	EA	2	1	105.44
9C	43200003369953	TF34/400/MIN	2	EA	2	1	105.44
9C	43200003369953	TF34/400/MIN	3	EA	7	4	105.44
9C	4320C003369953	TF34/400/MIN	5	EA	2	1	105.44
1R	28400003372247	TF34/400/MIN	4	EA	42	1	46.00
1R	28400003372250	TF34/400/MIN	4	EA	72	1	42.50
1R	28400003372267	TF34/400/MIN	5	EA	8	1	14.50
1R	28400003372271	TF34/400/MIN	4	EA	99	1	11.00
1R	28400003372352	TF34/100/MIN	4	EA	30	1	8.10
1R	28400003372352	TF34/400/MIN	4	EA	5	1	11.00
1R	28400003372361	TF34/100/MIN	4	EA	30	1	9.50
1R	28400C0337361	TF34/400/MIN	4	EA	5	1	10.50
1R	28400003372369	TF34/100/MAJ	2	EA	2	1	225.00
1R	28400003372369	TF34/100/MAJ	3	EA	2	1	225.00
1R	28400003372369	TF34/400/MAJ	5	EA	2	1	256.00
1R	28400003372369	TF34/400/MIN	4	EA	8	4	225.00
1R	28400C0337361	TF34/100/MAJ	2	EA	2	1	245.00
1R	28400C0337361	TF34/100/MAJ	3	EA	4	2	245.00
1R	28400003372381	TF34/400/MAJ	2	EA	2	1	245.00
1R	28400C0337361	TF34/400/MAJ	5	EA	2	1	204.00
1R	28400003372361	TF34/400/MIN	4	EA	8	4	245.00
1R	28400C0337475	TF34/100/MAJ	3	EA	4	2	298.00
1R	28400003372475	TF34/400/MAJ	3	EA	2	1	298.00
1R	28400003372475	TF34/400/MAJ	4	EA	4	2	293.00
1R	28400003372475	TF34/400/MAJ	5	EA	2	3	293.00
1R	28400003372475	TF34/400/MIN	2	EA	5	3	305.00
1R	28400C0337475	TF34/400/MIN	3	EA	6	3	298.00
1R	28400C0337475	TF34/400/MIN	4	EA	2	1	298.00
1R	28400C0337489	TF34/100/MAJ	2	EA	2	1	237.00
1R	28400C0337489	TF34/100/MAJ	3	EA	2	1	237.00
1R	28400C0337489	TF34/100/MIN	4	EA	2	1	237.00
1R	28400C0337489	TF34/100/MIN	5	EA	1	1	273.00
1R	28400C0337489	TF34/400/MAJ	2	EA	2	1	237.00
1R	28400003372489	TF34/400/MAJ	3	EA	2	1	237.00
1R	28400003372489	TF34/400/MAJ	4	EA	4	2	237.00
1R	28400C0337489	TF34/400/MAJ	5	EA	4	2	273.00
1R	28400C0337489	TF34/400/MIN	2	EA	10	6	237.00
1R	28400003372489	TF34/400/MIN	3	EA	9	5	237.00
1R	28400003372489	TF34/400/MIN	4	EA	8	4	237.00
1R	28400003375C0	TF34/100/MAJ	2	EA	4	2	234.00
1R	28400C0337500	TF34/100/MAJ	3	EA	2	1	234.00
1R	28400003375C0	TF34/100/MIN	3	EA	2	1	234.00
1R	28400003375C0	TF34/100/MIN	4	EA	1	1	234.00
1R	28400003375C0	TF34/100/MIN	5	EA	1	1	273.00
1R	28400003375C0	TF34/400/MAJ	2	EA	2	1	234.00

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APPENDIX D

PROBABILITY REPLACEMENT "P" VALUES

COG	NSN	SMIC	NOMEN	REPAIR	U/A	RFI	DEM	RQN	AVGRQN	PRICE	PROB
9Z	5307C02913491		INSERT	400MIN	2	62	100	1	100.00	0.17	0.8065
1R	2840001263115	TB	SEAL.HPT	400MIN	1	62	45	4	11.25	264.00	0.7258
9Z	5315C011141C0		PIN	400MIN	1	62	30	2	15.00	6.90	0.4839
1R	2640C00976C6	TB	SECTOR.S	400MIN	6	62	174	29	6.00	144.00	0.4677
9Z	5330CC0388052		PACKING	400MIN	2	62	50	1	50.00	5.35	0.4032
1R	5330C01238457	SN	PACKING	400MIN	2	62	50	1	50.00	4.60	0.4032
9Z	5330001701472		PACKING	400MIN	1	62	25	1	25.00	0.28	0.4032
1R	5307C02C14E78	SN	STUD	400MIN	1	62	25	1	25.00	9.10	0.4032
1R	2840010419545	SN	BLADE.LK	400MIN	1	62	24	1	24.00	14.00	0.3871
1R	2640C0C976C7	SN	SECTOR.S	400MIN	6	62	130	21	6.19	147.00	0.3495
1R	2640010419540	TB	SEGMENT.	400MIN	24	62	515	22	23.41	1100.00	0.3461
1R	2840000976C8	TB	SECTOR.S	400MIN	6	62	126	21	6.00	154.00	0.3387
1R	5310CC1849447	SN	NUT	400MIN	1	62	20	1	20.00	110.00	0.3226
1R	2840001465454	SN	SECTOR.S	400MIN	5	62	96	13	7.38	99.00	0.3097
1R	2640CC0419901	SN	SEAL	400MIN	1	62	19	19	1.00	25.50	0.3065
1R	5365CC1677663	TB	DTCTR.CH	400MIN	1	62	19	11	1.73	25.50	0.3065
1R	2840C1697494	TB	BLADE.I	400MIN	100	62	1900	19	100.00	156.00	0.3065
9Z	5307C01113939		STUD	400MIN	8	62	144	9	16.00	13.18	0.2903
1R	264CCC6C73562	TB	KIT.NO7	400MIN	1	62	15	12	1.25	195.00	0.2419
1R	2840CC042J031	SN	SHROUD.S	400MIN	2	62	29	15	1.93	260.00	0.2339
1R	2840C00337489	TB	SHROUD.S	400MIN	2	62	27	15	1.80	273.00	0.2177
1R	2940001465457	TB	VANE.STG	400MIN	68	62	894	13	68.77	24.00	0.2120
1R	2840C0424073	SN	RETAINER	400MIN	1	62	13	3	4.33	32.50	0.2097
1R	2840CC12912C5	SN	SEGMENT.	400MIN	22	62	265	3	88.33	329.00	0.1943
1R	2840C0C0823321	TB	NOZZLE	400MIN	1	62	12	12	1.00	69.00	0.1935
1R	5999000043269	SN	DETECTOR	400MIN	1	62	12	9	1.33	38.00	0.1935
1R	2540C01465509	SN	VANE.STG	400MIN	90	62	1080	12	90.00	18.00	0.1935
1R	2840C10492482	TB	KIT.CPLG	400MIN	1	62	12	12	1.00	5990.00	0.1935
1R	5330010604865	SN	PACKING	400MIN	3	62	36	12	3.00	170.00	0.1935
1R	4110C1C659CC0	SN	TUBE	400MIN	1	62	12	12	1.00	146.00	0.1935
1R	264CC01465505	SN	VANE.STG	400MIN	80	62	937	14	66.93	18.50	0.1889
1R	2840CCC537688	SN	KIT.I SE	400MIN	1	62	11	11	1.00	252.00	0.1774
9Z	5340C01281816		CLEVIS	400MIN	2	62	22	11	2.00	159.73	0.1774
1R	2840001465458	SN	VANE.STG	400MIN	76	62	812	11	73.82	24.00	0.1723
9Z	5310CCC1681971		NUT ASSY	400MIN	3	62	32	8	4.00	26.71	0.1720
1R	2840001465459	TB	VANE.STG	400MIN	78	62	791	10	79.10	24.00	0.1636
1R	2840C00337518	TB	SHROUD.S	400MIN	2	62	20	10	2.00	275.00	0.1613
1R	2640CC41964C	TB	KEY	400MIN	2	62	20	10	2.00	22.50	0.1613
1R	2640CC419946	TB	SEAL	400MIN	1	62	10	5	2.00	56.00	0.1613
1R	2840C07596421	SN	NOZZLE.S	400MIN	2	62	20	12	1.67	82.00	0.1613
1R	2640CCC600163	SN	KIT. 3 S	400MIN	1	62	10	10	1.00	191.00	0.1613
1R	5330001235541	SN	PACKING	400MIN	1	62	10	1	10.00	5.10	0.1613
1R	2840C1434350	TB	SHROUD.S	400MIN	2	62	20	10	2.00	273.00	0.1613
1R	3110001645661	SN	BEARING.	400MIN	1	62	10	8	1.25	592.00	0.1613
1R	2940001711964	TB	SECTOR.S	400MIN	1	62	10	10	1.00	22.50	0.1613
9V	5315CC1717942		WIRE	400MIN	1	62	10	1	10.00	5.81	0.1613
1R	5365CC1737446	TB	DTCTR.CH	400MIN	3	62	30	10	3.00	18.50	0.1613
1R	5310C05081654	SN	NUT	400MIN	1	62	10	2	5.00	13.50	0.1613
1R	284CJ06073464	TB	KIT.NO 1	400MIN	1	62	10	10	1.00	398.00	0.1613
1R	264J0C6073638	TB	KIT.NO 5	400MIN	1	62	10	10	1.00	240.74	0.1613
9V	3120010375392	TB	BUSHING	400MIN	1	62	10	3	3.33	104.91	0.1613
1R	2840C00097605	SN	VANE.STG	400MIN	82	62	772	10	77.20	25.00	0.1518
1R	2840C00903281	SN	KIT.4 SE	400MIN	1	62	9	9	1.00	121.00	0.1452
1R	3110C1236419	SN	BEARING.	400MIN	1	62	9	7	1.29	747.00	0.1452
1R	2840006073466	TB	KIT.NO.3	400MIN	1	62	9	9	1.00	340.00	0.1452
1R	2840010473833	SN	PLATE	400MIN	1	62	9	9	1.00	3470.00	0.1452
1R	2840000337400	SN	SHROUD.S	400MIN	3	62	17	9	1.89	273.00	0.1371
1R	2840000386338	TB	SEAL	400MIN	24	62	200	1	200.00	0.37	0.1344
1R	2640CC4190C8	TB	KEY	400MIN	4	62	32	8	4.00	5.40	0.1290
1R	2840000596429	SN	RING.2	400MIN	1	62	8	8	1.00	763.00	0.1290

IR	28400C0599891	SN	RING,5	400MIN	1	62	8	8	1.00	1190.00	0.1290
IP	2840000602275	TB	NOZZLE,4	400MIN	2	62	16	8	2.00	244.00	0.1290
IR	2840000923289	SN	RING,3	400MIN	1	62	3	8	1.00	548.00	0.1290
IR	31100C16779C5	SN	BEARING,	400MIN	1	62	8	6	1.33	522.00	0.1290
IR	4320C1C107111	SN	SCREEN	400MIN	2	62	15	8	2.00	39.50	0.1290
IR	2840C0140546E5	TB	BLADE,ST	400MIN	92	62	711	8	88.88	11.00	0.1346
9Z	5315C09456332		PIN	400MIN	4	62	30	5	6.00	0.21	0.1210
IR	2840C0559S427	SN	RING,1	400MIN	1	62	7	7	1.00	811.00	0.1129
IR	2840C00d23256	SN	RING,4	400MIN	1	62	7	7	1.00	1250.00	0.1129
IR	4320C009971C8	SN	PLATE AS	400MIN	1	62	7	7	1.00	179.00	0.1129
IR	4730CC12744C2	SN	ADAPTER	400MIN	1	62	7	5	1.40	104.00	0.1129
IR	2840001465531	TB	VANE,STG	400MIN	56	62	392	7	56.00	26.00	0.1129
IR	2945C05700023d	SN	FILTER	400MIN	1	62	7	7	1.00	733.00	0.1129
9V	2840JC5957113	TB	SEAL	400MIN	1	62	7	3	2.33	20.94	0.1129
IP	2840C6073487	TB	KIT,NO.6	400MIN	1	62	7	7	1.00	464.00	0.1129
9Z	5310CC7633525		WASHER	400MIN	10	62	70	4	17.50	0.03	0.1129
IR	31100103241459	SN	BEARING,	400MIN	1	62	7	5	1.40	453.00	0.1129
IR	2925010343141	SN	IGNITOR	400MIN	2	62	14	8	1.75	103.00	0.1129
IR	4730C103717C6	SN	ADAPTER	400MIN	1	62	7	6	1.17	17.50	0.1129
IR	2840010670369	SN	PLATE	400MIN	1	62	7	7	1.00	813.00	0.1129
IR	2840000337475	SN	SHROUD,S	400MIN	2	62	13	7	1.86	293.00	0.1048
IR	2840CC0420045	SN	SHROUD,S	400MIN	2	62	13	7	1.86	263.00	0.1048
IR	28400C0379685	SN	COVER	400MIN	1	62	6	1	6.00	35.00	0.0968
IR	28400C0420038	TB	SHROUD,S	400MIN	2	62	12	6	2.00	292.00	0.0968
IR	2840CCC559353	SN	COVER	400MIN	2	62	6	2	3.00	34.50	0.0968
IR	26400C0601462	SN	NOZZLE	400MIN	1	62	6	6	1.00	62.00	0.0968
IR	28400C1245389	TB	RETAINER	400MIN	1	62	6	2	3.00	23.00	0.0968
IR	5310C01639427	SN	NUT	400MIN	1	62	6	1	6.00	45.50	0.0968
IR	31100C1677SC5	SN	BEARING	400MIN	1	62	6	5	1.20	113.00	0.0968
9V	2840C06052872	TB	BRACKET	400MIN	1	62	6	2	3.00	7.79	0.0968
9V	2840010190478	TB	SUPPORT	400MIN	1	62	6	6	1.00	252.98	0.0968
IR	2840C10667275	SN	BAND,OUT	400MIN	1	62	6	1	6.00	174.00	0.0968
IR	5307010721387	SN	STUD	400MIN	5	62	35	1	35.00	9.50	0.0941
IR	2840001697476	TB	BLADE,ST	400MIN	85	62	487	6	81.17	12.00	0.0924
IR	2840001697480	TB	BLADE,ST	400MIN	92	62	510	6	85.00	13.00	0.0894
9C	4320003336953		GEROTOR	400MIN	2	62	11	6	1.83	71.39	0.0887
IR	2840C00366420	TB	SEAL,4 L	400MIN	2	62	10	5	2.00	249.00	0.0806
IR	4710CC0387868	SN	TUBE	400MIN	1	62	5	3	1.67	17.50	0.0806
9C	4320004166652	SN	PLATE	400MIN	1	62	5	5	1.00	38.25	0.0806
9C	4320C0578555		SHAFT	400MIN	1	62	5	1	5.00	59.67	0.0806
IR	2840C0260010T	SN	ARM	400MIN	146	62	730	5	146.00	3.50	0.0806
IR	2840C0260011C	SN	ARM	400MIN	24	62	120	5	24.00	8.80	0.0806
IR	2840C0260013C	TB	ARM	400MIN	16	62	80	5	16.00	3.50	0.0806
IR	2840JC0956230	TB	COVER	400MIN	1	62	5	1	5.00	222.00	0.0806
IR	4720004278265	SN	HOSE	400MIN	1	62	5	5	1.00	84.00	0.0806
IR	2840CC1281372	SN	PIN	400MIN	2	62	10	1	10.00	14.00	0.0806
IR	4820001435878	TB	VALVE	400MIN	1	62	5	1	5.00	24.50	0.0806
IR	3110CC1590921	TB	BEARING,	400MIN	1	62	5	5	1.00	547.00	0.0806
IR	3110JC1677910	SN	BEARING,	400MIN	1	62	5	5	1.00	585.00	0.0806
9Z	5310002C19970		WASHER	400MIN	1	62	5	1	5.00	24.22	0.0806
IR	3123013123885	SN	BUSHING	400MIN	1	62	5	1	5.00	80.00	0.0806
IR	2840010345822	TB	PLATE	400MIN	1	62	5	5	1.00	3080.00	0.0806
IR	2840013419554	SN	BLADE,LK	400MIN	1	62	5	1	5.00	9.50	0.0806
IR	2840C10419535	SN	BLADE,LK	400MIN	1	62	5	1	5.00	9.40	0.0806
IR	2740CC10419549	SN	BLADE,LK	400MIN	1	62	5	1	5.00	8.70	0.0806
IR	2840010429214	SN	BLADE,LK	400MIN	1	62	5	1	5.00	11.00	0.0806
9V	5340010778504	TB	CLAMP,MA	400MIN	1	62	5	2	2.50	6.84	0.0806
IR	2840C15978C8	TB	BLADE,ST	400MIN	79	62	360	5	72.00	12.50	0.0735
IR	28400C1697484	TB	BLADE,ST	400MIN	92	62	405	5	81.00	13.00	0.0710
IR	2840001465533	SN	SECTOR,S	400MIN	6	62	26	5	5.20	108.00	0.6699
IR	5313009147530	FQ	WASHER	400MIN	324	62	1400	4	350.00	0.22	0.0697
IR	2840C16974B1	SN	BLADE,SP	400MIN	7	62	30	3	10.00	11.00	0.0691
IR	5307CC1196022	SN	STUD	400MIN	12	62	50	1	50.00	3.20	0.0672
IR	2840C0309222	SN	SEGMENT,	400MIN	20	62	80	4	20.00	192.00	0.0645
IF	2840000337369	TB	SEAL,6 L	400MIN	2	62	8	4	2.00	256.00	0.0645
IR	2840000337381	TB	SEAL,6 L	400MIN	2	62	8	4	2.00	204.00	0.0645
IR	2840000366358	SN	SEAL,HPT	400MIN	9	62	36	4	9.00	182.80	0.0645
IR	2840000453926	SN	SEAL	400MIN	1	62	4	4	1.00	698.00	0.0645
IR	2840000602144	SN	SHAFT	400MIN	1	62	4	4	1.00	492.00	0.0645
IR	2925000828219	SN	ADAPTER	400MIN	2	62	8	5	1.60	135.00	0.0645

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9C  4320000936327     GEROTOR   400MIN    2  62    8   4   2.00     79.92  0.0645
1R  2840000356403  SN BOLT.HOO  400MIN    4  62   16   4   4.00     12.00  0.0645
1R  2840001276979  SN NOZZLE    400MIN    1  62    4   1   4.00    123.00  0.0645
1R  2840001277158  SN BRACKET   400MIN    1  62    4   1   4.00     19.50  0.0645
1R  3110001282264  SN BEARING   400MIN    1  62    4       2.00     80.00  0.0645
1R  2640001455526  TB SECTOR.V  400MIN    2  62    8   5   1.60    197.00  0.0645
9Z  3120001517768     BEARING   400MIN    4  62   16   4   4.00      3.01  0.0645
1R  3120001556084  SN SLEEVE    400MIN    1  62    4   2   2.00    113.00  0.0645
1R  3110001590944  SN BEARING   400MIN    1  62    4   3   1.33    213.00  0.0645
9Z  5340001645638     CLEVIS    400MIN    2  62    8   5   1.60     77.68  0.0645
9Z  5310001825620     NUT ASSY  400MIN    2  62    8   2   4.00     15.97  0.0645
1R  4730010152349  SN ELBOW     400MIN    1  62    4   1   4.00    108.00  0.0645
5V  2840010180479  TB SEAL      400MIN    1  62    4   6   0.67    624.16  0.0645
1R  2840010492480  SN COWL.OUT  400MIN    1  62    4   4   1.00    246.00  0.0645
9V  5305006110391  TB PIN       400MIN   10  62   37   2  18.50      3.84  0.0597
9Z  5340001196229     CLEVIS    400MIN    8  62   28   5   5.60    118.12  0.0565
1R  2840001598050  TB BLADE.ST  400MIN   55  62  186   3  62.00     20.50  0.0545
1R  5305006110395     PIN       400MIN   27  62   91   5  18.20      5.20  0.0544
1R  2840001697472  TB BLADE.ST  400MIN   79  62  261   4  65.25     18.50  0.0533
9J  3120001116622     BEARING   400MIN    8  62   24   4   6.00     10.50  0.0484
1R  2840000366347  TB SHROUD.S  400MIN   10  62   30   3  10.00    218.00  0.0484
1R  2840001413157  SN SEAL.4 L  400MIN    2  62    6   3   2.00    227.00  0.0484
1R  2840000427449  SN ADAPTER   400MIN    2  62    6   4   1.50    174.00  0.0484
1R  2840000427469  SN ADAPTER   400MIN    2  62    6   4   1.50    170.00  0.0484
1R  2840000427669  SN CAP       400MIN    1  62    3   3   1.00    140.00  0.0484
9C  4320000583576     BLADE     400MIN    4  62   12   3   4.00     16.52  0.0484
1R  2840000596445  TB SEAL.5 L  400MIN    2  62    6   3   2.00    177.00  0.0484
1R  2840000601640  SN SHAFT     400MIN    2  62    6   5   1.20    206.00  0.0484
9Z  5310001114044     NUT ASSY  400MIN    1  62    3   1   3.00     46.50  0.0484
1R  3110001145345  SN BEARING   400MIN    2  62    6   1   2.00    227.00  0.0484
1R  2840001275257  SN BRACKET   400MIN    1  62    3   3   1.00     23.00  0.0484
1R  5340001278571  SN BRACKET   400MIN    1  62    3   3   1.00     10.50  0.0484
1R  3110001281841  SN BEARING   400MIN    1  62    3   3   1.00     95.00  0.0484
1R  3110001282339  SN BEARING   400MIN    1  62    3   3   1.00     96.00  0.0484
1R  2840001317650  SN BRACKET   400MIN    2  62    3   1   1.50     36.00  0.0484
1R  3110001590933  SN BEARING   400MIN    1  62    3   3   1.00    219.00  0.0484
1R  3110001645666  SN BEARING   400MIN    2  62    6   3   2.00    260.00  0.0484
1R  2840005957090  TB BRACKET   400MIN    1  62    3   1   3.00     29.50  0.0484
1R  2840005957298  TB BRACKET   400MIN    1  62    3   1   3.00     25.50  0.0484
5V  2840006052805  TB BRACKET   400MIN    1  62    3   1   3.00     10.58  0.0484
1R  2840006053210  SN SEGMENT.  400MIN   27  62   81   3  27.00    678.68  0.0484
1R  3130006142079  TB SUPPORT   400MIN    2  62    6   3   2.00     71.00  0.0484
9Z  5365003042276     RING      400MIN    1  62    3   1   3.00      0.48  0.0484
9Z  3120003425084     BEARING   400MIN   12  62   36   2  18.00     10.59  0.0484
1R  2840010030185  SN BRACKET   400MIN    1  62    3   1   3.00     26.50  0.0484
1R  2840010036596  SN BRACKET   400MIN    1  62    3   3   1.00     33.00  0.0484
1R  2840010037050  SN BRACKET   400MIN    1  62    3   3   1.00     69.00  0.0484
1R  2925010041568  SN MODULE-A  400MIN    1  62    3   3   1.00   3600.00  0.0484
1R  2925010041628  SN MODULE-A  400MIN    1  62    3   3   1.00   2300.00  0.0484
1R  2925010042188  SN MODULE-A  400MIN    1  62    3   3   1.00   2780.00  0.0484
1R  4730010125014  SN ELBOW     400MIN    2  62    6   2   3.00     44.50  0.0484
9Z  5315001677923     PIN       400MIN   14  62   39   3  13.00      3.19  0.0449
1R  3110001639334  SN BEARING   400MIN    3  62    8   3   2.67     75.00  0.0430
1R  2840001317617  SN BRACKET   400MIN    3  62    5   1         18.00  0.0403
1R  2840001697493  SN BLADE.S1  400MIN   30  62   74   3  24.67     56.00  0.0398
1R  2840002594481  TB SEGMENT.  400MIN   20  62   48   3  16.00    290.00  0.0387
1R  2840001633279  SN BLADE.ST  400MIN   35  62   84   2  42.00     30.50  0.0387
1R  5310016464417  TB NUT       400MIN   52  62  120  16   7.50      0.90  0.0372
1R  2840001598068  TB BLADE.ST  400MIN   67  62  144   2  72.00     20.50  0.0347
9Z  5305001825548     BOLT      400MIN   48  62  100   2  50.00      2.02  0.0336
1R  4320003183701  SN KIT-CURE  400MIN    1  62    2   2   1.00    208.00  0.0323
1R  2840003222856  SN SEAL      400MIN    1  62    2   2   1.00    813.00  0.0323
9C  4320000336941  SN GEROTOR   400MIN    2  62    4   2   2.00    175.82  0.0323
1R  2840003375601  SN KIT.CARB  400MIN    1  62    2   2   1.00     64.00  0.0323
1R  3040000366216  SN GEARSHAF  400MIN    1  62    2   2   1.00   1100.00  0.0323
9C  4320016166651  SN PLATE     400MIN    1  62    2   2   1.00    151.31  0.0323
1R  2840000418155  TB SEAL.5 L  400MIN    2  62    4   2   2.00    549.00  0.0323
1R  2840000420065  SN SEAL      400MIN    1  62    2   2   1.00   1080.00  0.0323
1R  2840000426289  SN SEAL      400MIN    1  62    2   2   1.00     41.00  0.0323
1R  2840000597016  SN NOZZLE    400MIN    1  62    2   2   1.00     38.50  0.0323
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9C	4320000822454		INSERT	400MIN	1	62	2	2	1.00	46.75	0.0323
9C	4710000603070		TUBE	400MIN	1	62	2	1	2.00	34.42	0.0323
9C	4320000936334		PLATE	400MIN	1	62	2	2	1.00	108.99	0.0323
1R	2840000997124	SN	BLADE,S2	400MIN	38	62	76	2	38.00	35.00	0.0323
1R	3020000275681	SN	GEAR	400MIN	1	62	2	2	1.00	2180.00	0.0323
1R	3110000145348	SN	BEARING	400MIN	1	62	2	2	1.00	111.00	0.0323
1R	2840001271121	SN	RETAINER	400MIN	1	62	2	2	1.00	499.00	0.0323
1R	2915001227243	SN	ACCUMULA	400MIN	1	62	2	1	2.00	211.00	0.0323
1R	2840001263114	SN	SEAL HPT	400MIN	9	62	18	2	9.00	174.00	0.0323
1R	4720001278565	SN	HOSE	400MIN	1	62	2	2	1.00	76.00	0.0323
1R	3110001282265	SN	BEARING	400MIN	2	62	4	2	2.00	85.00	0.0323
1R	3110001282332	SN	BEARING	400MIN	1	62	2	2	1.00	194.30	0.0323
1R	3110001282341	SN	BEARING	400MIN	1	62	2	2	1.00	77.00	0.0323
1R	3110001282342	SN	BEARING	400MIN	1	62	2	1	2.00	386.00	0.0323
9Z	5365001447955		SHIM	400MIN	1	62	2	1	2.00	8.36	0.0323
1R	5365001639400	SN	PLUG	400MIN	2	62	2	1	4.00	4.00	0.0323
1R	5310001639428	TB	NUT	400MIN	40	62	80	2	40.00	2.00	0.0323
9Z	5340001645639	TB	CLEVIS	400MIN	1	62	2	2	1.00	83.13	0.0323
1R	3110001737454	SN	BEARING	400MIN	1	62	2	3	0.67	89.00	0.0323
9V	2840006052785	TB	CABLE	400MIN	2	62	2	1	2.00	260.95	0.0323
9V	2940006053209	TB	BUSHING	400MIN	54	62	108	3	36.00	11.56	0.0323
1R	2840006073468	TB	KIT,NO 4	400MIN	1	62	2	2	1.00	200.00	0.0323
1R	4720010030290	SN	HOSE	400MIN	1	62	2	4	0.50	110.00	0.0323
1P	2925010031054	SN	CABLE	400MIN	1	62	2	2	1.00	1040.00	0.0323
9V	5307010046447		STUD	400MIN	2	62	4	1	4.00	8.37	0.0323
1R	2925010115619	SN	CABLE	400MIN	1	62	2	2	1.00	395.00	0.0323
9V	2840010500804	TB	SHAFT,FW	400MIN	1	62	2	2	1.00	5.00	0.0323
1R	2840010670156	SN	HSG,TUBE	400MIN	1	62	2	1	2.00	193.00	0.0323
9Z	5307001195752		STUD	400MIN	6	62	10	1	10.00	1.92	0.0269
1R	2840000419620	SN	SUPPORT	400MIN	2	62	3	2	1.50	99.00	0.0242
1R	2925000604851	SN	BRACKET	400MIN	2	62	3	3	1.00	45.00	0.0242
1R	2840001317482	SN	BRACKET	400MIN	2	62	3	3	1.00	28.50	0.0242
1R	2840001465529	SN	SECTOR,V	400MIN	2	62	3	2	1.50	161.00	0.0242
1R	4730010037820	SN	REDUCER	400MIN	4	62	6	6	1.00	7.90	0.0242
1R	2840001598069	SN	BLADE,SP	400MIN	7	62	10	1	10.00	17.50	0.0230
1R	5340001878852	TB	INSERT	400MIN	37	62	50	1	50.00	2.00	0.0218
9V	5310005073857		NUT	400MIN	37	62	50	5	10.00	4.00	0.0218
1R	2840001083276	SN	BODY,SWI	400MIN	18	62	23	5	4.60	507.00	0.0206
1R	2915000299674	SN	CAP	400MIN	17	62	20	4	5.00	76.00	0.0190
1R	2840001633332	TB	BLADE,ST	400MIN	45	62	52	3	17.33	35.00	0.0186
1R	2840001597809	SN	BLADE,SP	400MIN	7	62	8	1	8.00	11.50	0.0184
1R	2840001633285	TB	BLADE,SP	400MIN	7	62	8	1	8.00	37.00	0.0184
1R	2840001697470	SN	BLADE,SP	400MIN	7	62	8	1	8.00	14.50	0.0184
1R	2840001697477	SN	BLADE,SP	400MIN	7	62	8	1	8.00	10.50	0.0184
1R	2840001697485	SN	BLADE,SP	400MIN	7	62	8	1	8.00	9.40	0.0184
1R	5307020014634	TB	STUD	400MIN	45	62	50	1	50.00	3.00	0.0179
1R	2840001573757	TB	RETAINER	400MIN	9	62	10	1	10.00	1.90	0.0179
9Z	5315001645669		PIN	400MIN	27	62	30	1	30.00	1.40	0.0179
1R	2840000600112	TB	ARM	400MIN	126	62	138	1	138.00	3.50	0.0177
1R	2840001593072	TB	BLADE,ST	400MIN	77	62	84	1	84.00	20.00	0.0176
1R	2840000337271	TB	BLADE,ST	400MIN	92	62	99	1	99.00	11.00	0.0174
1R	2840001697487	TB	BLADE,ST	400MIN	89	62	96	1	96.00	216.00	0.0174
1R	2925000014665	SN	PLUG	400MIN	1	62	1	1	1.00	222.00	0.0161
1R	2840000309221	TB	SHAFT,HP	400MIN	1	62	1	1	1.00	6970.00	0.0161
1R	2840000337568	SN	KIT,CARB	400MIN	2	62	2	2	1.00	53.00	0.0161
9C	3020000379561		GEARSHAF	400MIN	1	62	1	1	1.00	1590.00	0.0161
1R	2925000379913	SN	CONNECTO	400MIN	1	62	1	1	1.00	389.00	0.0161
9C	4710000347855		TUBE	400MIN	1	62	1	1	1.00	25.17	0.0161
9C	4710000416637		TUBE	400MIN	1	62	1	1	1.00	166.43	0.0161
1R	2840000413411	TB	SHAFT	400MIN	1	62	1	1	1.00	526.00	0.0161
1R	2840000413441	SN	HOUSING	400MIN	1	62	1	1	1.00	113.00	0.0161
1R	2840000418462	SN	HOUSING	400MIN	1	62	1	1	1.00	102.00	0.0161
1R	2840000420077	SN	BELLCRAN	400MIN	2	62	2	3	0.67	180.00	0.0161
1R	2840000421746	SN	STRUT	400MIN	1	62	1	1	1.00	568.00	0.0161
1R	2840000426657	TB	NUT	400MIN	1	62	1	1	1.00	1040.00	0.0161
1R	2840000426640	SN	RETAINER	400MIN	10	62	10	1	10.00	38.00	0.0161
1R	2840000426856	SN	SEAL	400MIN	1	62	1	1	1.00	760.00	0.0161
1R	2840000462425	SN	PLATE	400MIN	1	62	1	1	1.00	2340.00	0.0161
1R	2925000462425	SN	CABLE	400MIN	1	62	1	1	1.00	489.00	0.0161
9C	4320000573534		PLATE	400MIN	1	62	1	1	1.00	159.84	0.0161

9C	4320000583160		BLADE	400MIN	8	62	8	1	8.00	18.33	0.0161
IR	2840C0C595965	SN	HOUSING	400MIN	1	62	1	1	1.00	113.00	0.0161
IR	28400C0598961	TB	SPINNER	400MIN	1	62	1	1	1.00	71.00	0.0161
IR	26400C0599563	SN	SHAFT	400MIN	1	62	1	1	1.00	778.00	0.0161
IR	2840C00600167	SN	NOZZLE,3	400MIN	1	62	1	1	1.00	84.00	0.0161
9C	4730J00822054		FLAGW	400MIN	2	62	2	1	2.00	12.68	0.0161
IR	2840C00823361	SN	HOUSING	400MIN	1	62	1	1	1.00	78.00	0.0161
IR	2840C00823362	SN	HOUSING	400MIN	1	62	1	1	1.00	131.00	0.0161
IR	2840C00823364	SN	HOUSING	400MIN	1	62	1	1	1.00	83.00	0.0161
IR	6680C00956C09	SN	PLUG	400MIN	1	62	1	1	1.00	15.00	0.0161
IR	2840000925709	TB	SLINGER	400MIN	1	62	1	1	1.00	111.00	0.0161
IR	4920CCC943CC6	SN	VALVE AS	400MIN	1	62	1	1	1.00	147.00	0.0161
IR	4710C00971325	TB	TUBE	400MIN	1	62	1	1	1.00	32.50	0.0161
IR	2840C00971413	SN	RETAINER	400MIN	1	62	1	1	1.00	41.50	0.0161
9C	302C001004750		GEARSHAF	400MIN	1	62	1	1	1.00	1210.00	0.0161
9C	3C2C001C22562		GEAR	400MIN	1	62	1	1	1.00	1140.00	0.0161
9C	30100C1078574		COUPLING	400MIN	1	62	1	1	1.00	161.97	0.0161
9C	302J001078592		GEARSHAF	400MIN	1	62	1	1	1.00	1960.00	0.0161
9Z	3110001145346		BEARING	400MIN	1	62	1	1	1.00	93.24	0.0161
IR	2840001219660	TB	SPINNER	400MIN	1	62	1	1	1.00	1470.00	0.0161
IR	29153C1277235	SN	ELEMENT	400MIN	1	62	1	1	1.00	204.00	0.0161
9Z	5340001281715		*GERSUCK	400MIN	4	62	4	1	4.00	18.03	0.0161
IR	3110C01282170	SN	BEARING	400MIN	4	62	4	1	4.00	80.00	0.0161
IR	3110001282327	SN	BEARING	400MIN	1	62	1	1	1.00	131.00	0.0161
IR	4720C0C1312743	SN	HOSE	400MIN	1	62	1	1	1.00	23.00	0.0161
IR	4720001312883	SN	HOSE	400MIN	1	62	1	1	1.00	37.50	0.0161
IR	4720001316184	SN	HOSE	400MIN	1	62	1	1	1.00	34.00	0.0161
IR	4720CC1316693	SN	HOSE	400MIN	1	62	1	1	1.00	41.50	0.0161
IR	2840C0C1317740	SN	PANEL	400MIN	1	62	1	1	1.00	121.00	0.0161
9C	3020001517580		GEARSHAF	400MIN	1	62	1	1	1.00	1070.00	0.0161
9Z	3120001560427		BUSHING	400MIN	2	62	2	1	2.00	5.01	0.0161
9Z	3120001560493		BUSHING	400MIN	2	62	2	1	2.00	6.41	0.0161
IR	3120C015754S0	SN	BUSHING	400MIN	2	62	2	1	2.00	14.00	0.0161
IR	48Z0001590795	TB	VALVE	400MIN	1	62	1	1	1.00	39.50	0.0161
IR	28400C1598048	SN	BLADE,LK	400MIN	1	62	1	1	1.00	38.50	0.0161
IR	28400C1598064	SN	BLADE,LK	400MIN	1	62	1	1	1.00	23.50	0.0161
IR	2840001598067	SN	BLADE,LK	400MIN	1	62	1	1	1.00	23.50	0.0161
9Z	531 C01622983		CLIP	400MIN	64	62	64	1	64.00	0.28	0.0161
IR	2840C01633262	SN	SPOOL,FW	400MIN	1	62	1	1	1.00	10500.00	0.0161
IR	2840001633250	SN	BLADE,LK	400MIN	1	62	1	1	1.00	30.00	0.0161
IR	2840C01633330	SN	BLADE,LK	400MIN	1	62	1	1	1.00	41.50	0.0161
IR	5340CC1645644	SN	COUPLING	400MIN	1	62	1	1	1.00	32.50	0.0161
9Z	5315001645653		PIN	400MIN	64	62	64	1	64.00	1.86	0.0161
9Z	5310C01646428		NUT ASSY	400MIN	2	62	2	1	2.00	41.21	0.0161
9Z	5310CC1682CEC		NUT	400MIN	2	62	2	1	2.00	29.89	0.0161
9Z	5310001714370		NUT ASSY	400MIN	4	62	4	2	2.00	0.14	0.0161
IR	5365C01714381	SN	RING	400MIN	1	62	1	1	1.00	4.00	0.0161
9Z	5310001748578		NUT ASSY	400MIN	2	62	2	1	2.00	67.11	0.0161
IP	3110C01663082	SN	BEARING,	400MIN	1	62	1	1	1.00	747.00	0.0161
IP	2840004918SE9	SN	HOUSING,	400MIN	1	62	1	1	1.00	2480.00	0.0161
IR	2840006052683	TB	RUNNER	400MIN	1	62	1	3	0.33	384.00	0.0161
IR	28400C605232C3	TB	DISK,1	400MIN	1	62	1	1	1.00	3960.00	0.0161
5V	53450C6110407	TB	SPACER	400MIN	1	62	1	1	1.00	14.93	0.0161
IR	28450C847C727	SN	ELEMENT	400MIN	1	62	1	1	1.00	26.50	0.0161
9Z	531CCC9057252		NUT	400MIN	12	62	12	1	12.00	1.93	0.0161
9Z	5310CC9057325		NUT	400MIN	12	62	12	1	12.00	1.81	0.0161
IR	294CC10030177	SN	BRACKET	400MIN	1	62	1	1	1.00	17.50	0.0161
IR	2840010030184	SN	BRACKET	400MIN	1	62	1	1	1.00	26.00	0.0161
9Z	5365C10041648		PLUG,ELE	400MIN	1	62	1	1	1.00	46.41	0.0161
IR	2840C100595117	SN	RESTRICT	400MIN	1	62	1	1	1.00	365.00	0.0161
IR	4720C10061755	SN	HOSE	400MIN	1	62	1	1	1.00	34.00	0.0161
IR	4720C10061756	SN	HOSE	400MIN	1	62	1	1	1.00	37.50	0.0161
IR	4820C10245C60	SN	VALVE	400MIN	1	62	1	1	1.00	174.00	0.0161
IR	2840010345020	TB	COUPLING	400MIN	1	62	1	1	1.00	3020.00	0.0161
IR	2640C10419541	SN	BLADE,LK	400MIN	1	62	1	1	1.00	11.00	0.0161
IR	2840010419547	SN	BLADE,LK	400MIN	1	62	1	1	1.00	14.50	0.0161
IR	2840010419550	SN	BLADE,LK	400MIN	1	62	1	1	1.00	11.00	0.0161
IR	2840010419551	SN	BLADE,LK	400MIN	1	62	1	1	1.00	8.90	0.0161
IR	2840010419553	SN	BLADE,LK	400MIN	1	62	1	1	1.00	11.00	0.0161
IR	2840010419554	SN	BLADE,LK	400MIN	1	62	1	1	1.00	14.50	0.0161

IR	2640C10413555	SN	BLADE.LK	400MIN		1	62	1	1	1.00	14.50	0.0161
IR	2640C10413658	SN	BLADE.LK	400MIN		1	62	1	1	1.00	11.00	0.0161
IR	2840G10415569	SN	BLADE.LK	400MIN		1	62	1	1	1.00	17.50	0.0161
IR	2640J10419570	SN	BLADE.LK	400MIN		1	62	1	1	1.00	17.50	0.0161
IR	2640C10413571	SN	BLADE.LK	400MIN		1	62	1	1	1.00	17.50	0.0161
IR	2840C10413672	SN	BLADE.LK	400MIN		1	62	1	1	1.00	17.50	0.0161
IP	2940C0104054S4	SN	SPOOL.EW	400MIN		1	62	1	1	1.00	11580.00	0.0151
IP	28400J1C635167	SN	FITTING	400MIN		2	62	2	1	2.00	576.00	0.0161
IR	2840010670153	SN	COVER	400MIN		1	62	3	3	0.33	143.00	0.0161
IR	5313CC1639415	TB	NUT	400MIN		340	62	320	8	40.00	0.75	0.0152
9Z	5365CC5983627		LOCKRING	400MIN		106	62	100	1	100.00	1.33	0.0152
IR	2840000596406	SN	BLADE.6	400MIN		136	62	127	2	63.50	53.00	0.0151
9Z	5336C01112127		BOLT	400MIN		23	62	20	1	20.00	4.81	0.0147
IR	2640C0269544	SN	BLADE.SP	400MIN		5	62	5	1	5.00	11.00	0.0115
IR	2840CC0337352	SN	BLADE.SP	400MIN		7	62	5	1	5.00	11.00	0.0115
IR	2840C00337361	SN	BLADE.SP	400MIN		7	62	5	1	5.00	10.50	0.0115
IR	2840C0C1C39538	SN	BLADE.SP	400MIN		5	62	5	3	1.67	17.50	0.0115
IR	29293C0360854	TB	BLADE.FA	400MIN		14	62	10	1	10.00	1410.00	0.0115
IR	28400000622171	SN	LEAD	400MIN		2	62	1	1	1.00	63.00	0.0081
IR	28400C0337240	FB	HOUSING	400MIN		2	62	1	1	1.00	95.00	0.0081
IR	2840CC337247	SN	BLADE.3	400MIN		158	62	72	1	72.00	42.50	0.0073
IP	2940CC1465518	TB	BLADE.4	400MIN		160	62	42	1	42.00	46.00	0.0042
IR	23400C1598047	SN	VANE.SPB	400MIN		90	62	18	3	6.00	48.00	0.0032
IR	2640CC0559393	SN	BLADE.LK	400MIN		52	62	8	1	8.00	28.00	0.0025
IR	28400J10419559	SN	COVER	400MAJ		1	10	99	1	99.00	11.00	9.0000
9Z	5365CC8042276		RING	400MAJ		1	10	20	2	10.00	34.50	2.0000
9Z	5313CC1681971		NUT ASSY	400MAJ		1	10	20	2	10.00	0.48	2.0000
IR	5307C10721307	SN	STUD	400MAJ		3	10	56	5	11.20	25.71	1.8667
IR	28400C01263115	TB	SEAL.HPT	400MAJ		6	10	60	1	60.00	9.50	1.0000
IP	2640CC1465505	SN	VANE.STG	400MAJ		1	10	9	1	9.00	264.00	0.9000
9Z	5307CC1113039		STUD	400MAJ		80	10	638	10	63.80	18.50	0.7975
IR	28400C1465539	SN	VANE.STG	400MAJ		8	10	63	5	12.60	28.52	0.7875
IR	2E4C000C0976C8	TB	SECTOR.S	400MAJ		90	10	701	12	58.42	18.00	0.7789
IR	28400C0C576C6	TB	SECTOR.S	400MAJ		6	10	45	8	5.63	154.00	0.7500
IR	31100C1236419	SN	BEARING.	400MAJ		6	10	42	7	6.00	144.00	0.7000
IR	2840C3C00976C5	SN	VANE.STG	400MAJ		7	10	7	3	2.33	747.00	0.7000
IR	28403C0317429	FA	SHROUD.S	400MAJ		82	10	492	8	61.50	25.00	0.6000
IR	28400C0337500	SN	SHROUD.S	400MAJ		2	10	12	6	2.00	273.00	0.6000
IP	2940CCC337918	FB	SHROUD.S	400MAJ		7	10	12	8	1.50	273.00	0.6000
IR	2640001655454	SN	SECTOR.S	400MAJ		7	10	12	2	2.00	275.00	0.6000
IR	2840CC00976C7	SN	SECTOR.S	400MAJ		6	10	30	6	5.00	99.00	0.6000
IR	28400C1465459	SN	VANE.STG	400MAJ		78	10	392	5	78.40	24.00	0.5333
IR	2640C0419620	SN	SUPPORT	400MAJ		2	10	10	5	2.00	99.00	0.5000
IR	2640C0419640	TB	KEY	400MAJ		2	10	10	5	2.00	22.50	0.5000
IR	28400C0420031	SN	SHROUD.S	400MAJ		2	10	10	7	1.43	260.00	0.5000
IR	2640C1291372	SN	PIN	400MAJ		1	10	10	1	10.00	14.00	0.5000
IR	2540001711964	TB	SECTOR.S	400MAJ		2	10	5	7	0.71	22.50	0.5000
IP	28400C6073466	TB	KIT.NO.3	400MAJ		1	10	5	3	1.67	340.00	0.5000
IR	2840010419542	SM	BLADE.LK	400MAJ		1	10	5	1	5.00	9.50	0.5000
IR	2E40001465458	SN	VANE.STG	400MAJ		76	10	335	5	67.00	24.00	0.4408
IR	28400000337475	SN	SHROUD.S	400MAJ		2	10	8	6	1.33	293.00	0.4000
IR	28400004200038	TB	SHROUD.S	400MAJ		2	10	8	6	1.33	292.00	0.4000
IR	2640000C02275	TB	NOZZLE.4	400MAJ		2	10	8	4	2.00	544.00	0.4000
IR	28400C0823289	SN	RING.3	400MAJ		1	10	4	4	1.00	548.00	0.4000
IR	31100U1282341	SN	BEARING	400MAJ		1	10	4	5	0.80	77.00	0.4000
IR	2840C01434350	TB	SHROUD.S	400MAJ		2	10	8	6	1.33	273.00	0.4000
IR	31100C1655661	SN	BEARING.	400MAJ		1	10	4	2	2.00	592.00	0.4000
IR	28400C1697454	SN	BLADE.1	400MAJ		100	10	400	4	100.00	156.00	0.4000
IR	28400015978C8	TB	BLADE.ST	400MAJ		79	10	258	3	86.00	12.50	0.3266
IR	5310CC0147930C	FJ	WASHER	400MAJ		324	10	1050	3	350.00	0.22	0.3241
IR	28400C1465522	SN	VANE.STG	400MAJ		46	10	142	3	47.33	32.53	0.3087
IR	2640C001465497	TB	VANE.STG	400MAJ		68	10	206	3	68.67	24.00	0.3029
9C	4320000236941	SN	GEROTOR	400MAJ		2	10	6	3	2.00	175.82	0.3000
IR	28400C0366312	SN	SUPPORT	400MAJ		2	10	6	4	1.50	77.00	0.3000
IR	2640C04190C8	TB	KEY	400MAJ		4	10	12	3	4.00	24.50	0.3000
IR	2640C04199C1	SN	SEAL	400MAJ		1	10	3	3	1.00	25.50	0.3000
IR	2840000420045	SN	SHROUD.S	400MAJ		2	10	6	3	2.00	263.00	0.3000
IR	2840CC0420077	SN	BELLCRAN	400MAJ		2	10	6	4	1.50	180.00	0.3000
9C	4320000573634		PLATE	400MAJ		1	10	3	3	1.00	159.84	0.3000

1R	2840C05976E9	SN	KIT,1 SE	400MAJ	1	10	3	5	0.60	252.00	0.3000
1P	2840000600110	SN	ARM	400MAJ	24	10	72	3	24.00	3.8C	0.3000
1R	2840CCJ600132	TB	ARM	400MAJ	16	10	48	3	16.00	3.50	0.3000
1R	5995CC09433289	SN	DETECTOR	400MAJ	1	10	3	3	1.00	38.30	0.3000
1R	4320CC09071C8	SN	PLATE AS	400MAJ	1	10	3	3	1.00	179.00	0.3000
10	2840CC12812C5	SN	SEGMENT,	400MAJ	22	10	66	3	22.00	329.00	0.3000
0Z	3120CC1560453		BUSHING	400MAJ	2	10	6	2	3.00	6.41	0.3000
0Z	5340CC1645639	TB	CLEVIS	400MAJ	1	10	3	2	1.00	83.13	0.3000
1R	3110C01677910	SN	BEARING,	400MAJ	1	10	3	2	1.50	585.00	0.3000
0V	4713005990001	TB	TUBE	400MAJ	1	10	3	3	1.00	39.21	0.3000
1R	4720C10061745	SN	HOSE	400MAJ	1	10	3	1	3.00	34.00	0.3000
1V	2840C10130478	TB	SUPPORT	400MAJ	1	10	3	3	1.00	252.98	0.3000
1R	473CC103717C6	SN	ADAPTER	400MAJ	1	10	3	1	1.50	17.50	0.3000
1R	2840001465531	TB	VANE,STG	400MAJ	56	10	156	3	52.00	26.00	0.2786
1R	2840001465533	SN	SECTOR,S	400MAJ	6	10	16	5	3.20	108.00	0.2667
1R	2840C1465485	TB	BLADE,ST	400MAJ	92	10	198	2	99.00	11.00	0.2152
1P	2840001697480	TB	BLADE,ST	400MAJ	92	10	198	2	99.00	13.00	0.2152
0Z	3120C09425C84		BEARING	400MAJ	12	10	25	3	8.33	19.59	0.2083
1R	2840CCC259461	TB	SEGMENT,	400MAJ	20	10	41	2	20.50	290.00	0.2050
1R	2840C0337381	TB	SEAL,6 L	400MAJ	2	10	4	2	2.00	204.00	0.2000
1R	4710C0387868	SN	TUBE	400MAJ	1	10	2	1	2.00	17.50	0.2000
9C	4320C00416651	SN	PLATE	400MAJ	1	10	2	2	1.00	151.31	0.2000
9C	4320C00416652	SN	PLATE	400MAJ	1	10	2	2	1.00	38.25	0.2000
9C	4710C0416658		TUBE	400MAJ	1	10	2	2	1.00	41.98	0.2000
1R	2840C0418155	TB	SEAL,5 L	400MAJ	2	10	4	4	1.00	249.00	0.2000
1R	2840000418157	SN	SEAL,4 L	400MAJ	2	10	4	4	1.00	227.00	0.2000
1R	2840C0419946	TB	SEAL	400MAJ	1	10	2	1	2.00	56.00	0.3000
1P	2840CC0427469	SN	ADAPTER	400MAJ	1	10	2	3	1.33	170.50	0.2000
1R	2840CC0596425	SN	BRACKET	400MAJ	1	10	2	2	1.00	121.00	0.2000
1R	2840C0596427	SN	RING,1	400MAJ	1	10	2	2	1.00	811.00	0.2000
1P	2840000596429	SN	RING,2	400MAJ	1	10	2	2	1.00	763.00	0.2000
1R	2840CCC5988965	SN	FLANGE	400MAJ	1	10	2	2	1.00	3050.00	0.2000
1R	2840C0599891	SN	RING,5	400MAJ	1	10	2	2	1.00	1190.00	0.2000
1R	2840C06602144	SN	SHAFT	400MAJ	1	10	2	2	1.00	492.00	0.2000
9C	4320C00822464		INSERT	400MAJ	1	10	2	2	1.00	46.75	0.2000
1R	2840C00823256	SN	RING,4	400MAJ	1	10	2	2	1.00	1250.00	0.2000
1R	2840CC9903281	SN	KIT,4 SE	400MAJ	1	10	2	2	1.00	121.00	0.2000
1R	2840CC9564C3	SN	BOLT,HCO	400MAJ	4	10	8	2	4.00	12.00	0.2000
9C	3C10C01C78574		COUPLING	400MAJ	1	10	2	2	1.00	161.97	0.2000
1R	2840CC1245389	TB	RETAINER	400MAJ	1	10	2	2	1.00	23.00	0.2000
1P	4710C01274253	SN	HOSE	400MAJ	1	10	2	2	1.00	56.00	0.2000
1R	4710JC1274234	SN	TUBE	400MAJ	1	10	2	2	1.00	59.00	0.2000
1R	4720C0127848C1	SN	HOSE	400MAJ	1	10	2	2	1.00	62.00	0.2000
1R	4720CC1278519	SN	HOSE	400MAJ	1	10	2	2	1.00	68.00	0.2000
1R	471CCC1279C44	SN	TUBE	400MAJ	1	10	2	2	1.00	19.50	0.2000
9Z	5340CC1281775		TURNBUCK	400MAJ	4	10	8	2	4.00	18.03	0.2000
0Z	5340CC1281816		CLEVIS	400MAJ	2	10	4	3	1.33	159.73	0.2000
1R	3110CC1281841	SN	BEARING	400MAJ	1	10	2	2	1.00	95.00	0.2000
1R	3110CC1282342	SN	BEARING	400MAJ	1	10	2	2	2.00	386.00	0.2000
1P	4720C01314459	SN	HOSE	400MAJ	1	10	2	2	1.00	73.00	0.2000
1R	2840C01317650	SN	BRACKET	400MAJ	1	10	2	1	2.00	36.00	0.2000
9Z	5340C1645639		CLEVIS	400MAJ	2	10	4	3	1.33	77.68	0.2000
9Z	5310CC1692080		NUT	400MAJ	2	10	4	1	4.00	29.89	0.2000
1R	5365CC1737446	TB	DTCTR,CH	400MAJ	3	10	6	2	3.00	18.50	0.2000
1R	2840CC6073562	TB	KIT,NO7	400MAJ	1	10	2	2	1.00	195.00	0.2000
1R	2840CC60736J8	TB	KIT,NO 5	400MAJ	1	10	2	2	1.00	240.74	0.2000
9V	5305JU6110351	TB	PIN	400MAJ	10	10	20	2	20.00	3.84	0.2000
1Z	4320010137111	SN	SCREEN	400MAJ	2	10	4	2	2.00	39.50	0.2000
1R	2840010419540	TB	SEGMENT,	400MAJ	24	10	48	2	24.00	1100.00	0.2000
1R	2840C10492480	SN	COWL,OUT	400MAJ	1	10	2	2	1.00	246.00	0.2000
1R	533CC106C4865	SN	PACKING	400MAJ	3	10	6	2	3.00	140.00	0.2000
9J	3120C03116622		BEARING	400MAJ	8	10	12	3	4.00	10.50	0.1500
9Z	5315CC9456382		PIN	400MAJ	4	10	6	2	6.00	0.21	0.1500
1R	2925C10343141	SN	IGNITOR	400MAJ	2	10	3	2	1.50	103.00	0.1500
1R	3110C01639334	SN	BEARING	400MAJ	3	10	4	3	1.33	175.00	0.1333
1R	2840001633279	SN	BLADE,ST	400MAJ	35	10	42	1	42.00	30.50	0.1200
1R	2840C015980C0	TB	BLADE,ST	400MAJ	55	10	62	2	62.00	20.50	0.1127
1R	2840000366428	SN	SEAL	400MAJ	54	10	60	2	30.00	0.24	0.1111
9Z	5315C01645659		PIN	400MAJ	27	10	30	1	30.00	0.40	0.1111
1R	2840001598048	TB	BLADE,ST	400MAJ	67	10	74	1	74.00	20.50	0.1104

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1R 28400C1697472 TB BLADE,ST 400MAJ  79 10  86 1  86.00    18.50  0.1089
1R 28400C1697476 TB BLADE,ST 400MAJ  85 10  92 1  92.00    12.00  0.1082
1R 2640CC1697467 TB BLADE,ST 400MAJ  89 10  96 1  96.00    16.00  0.1079
1R 28400C1697484 TB BLADE,ST 400MAJ  92 10  99 1  99.00    13.00  0.1076
9Z 53060C17375C2    BOLT     400MAJ  24 10  25 1  25.00     1.99  0.1042
9C 43200G03359C6    PLATE AS 400MAJ   1 10  25 1   1.00   131.07  0.1000
9C 43200C03369S3    GEROTOR  400MAJ   2 10   2 1   2.00    71.39  0.1000
1R 28400C0337369 TB SEAL,6 L 400MAJ   2 10   2 1   2.00   256.00  0.1000
1R 2840000366358 SN SEAL,HPT 400MAJ   9 10   9 2   9.00   182.80  0.1000
1R 2840000366420 TB SEAL,4 L 400MAJ   2 10   9 3   0.67   249.00  0.1000
9C 47100C0387856    TUBE     400MAJ   1 10   1 1   1.00    25.69  0.1000
9C 47100C0417155    TUBE     400MAJ   1 10   1 1   1.00    42.31  0.1000
1R 2840000420065 SN SEAL     400MAJ   1 10   1 3   0.33  1080.00  0.1000
1R 2840C00421458 SN PANEL    400MAJ   1 10   1 1   1.00   222.00  0.1000
1R 2640JC0421746 SN STRUT    400MAJ   1 10   1 1   1.00   568.00  0.1000
1R 2840000424821 SN NOZZLE   400MAJ   1 10   1 1   1.00    69.00  0.1000
1R 2840JC0427449 SN ADAPTER  400MAJ   2 10   2 1   2.00   174.00  0.1000
1P 2840000453926 SN SEAL     400MAJ   1 10   1 1   1.00   698.00  0.1000
9C 43200C0583160    BLADE    400MAJ   8 10   8 1   8.00    18.33  0.1000
9C 43200C0583576    BLADE    400MAJ   4 10   4 1   4.00    16.52  0.1000
1R 2840GC0596421 SN NOZZLE,5 400MAJ   2 10   2 1   2.00    82.00  0.1000
1R 2840CC0596426 SN BRACKET  400MAJ   1 10   1 1   1.00   106.00  0.1000
1R 2640C0596445 TB SEAL,5 L  400MAJ   2 10   2 3   0.67   177.00  0.1000
1R 2840005596586 SN PANEL    400MAJ   1 10   1 1   1.00   677.00  0.1000
1R 2840CC0596747 SN PANEL    400MAJ   1 10   1 1   1.00   648.00  0.1000
1R 2640JC0600107 SN ARM      400MAJ 146 10 146 1 146.00     3.50  0.1000
1R 2640CC0600163 SN KIT, 3 S 400MAJ   1 10   1 1   1.00   191.00  0.1000
1R 2840CC360C514 SN CASING,I 400MAJ   1 10   1 1   1.00  8210.00  0.1000
1R 2840000602171 TB HOUSING  400MAJ   2 10   2 3   0.67    95.00  0.1000
1R 2840JC0823364 SN HOUSING  400MAJ   1 10   1 1   1.00    83.00  0.1000
1R 2840000823365 SN RING,IGV 400MAJ   1 10   1 1   1.00   850.00  0.1000
1R 2925C00828219 SN ADAPTER  400MAJ   2 10   2 1   2.00   133.00  0.1000
9C 43200C0935334    PLATE    400MAJ   1 10   1 1   1.00   108.99  0.1000
9C 43200C0935337    GEROTOR  400MAJ   2 10   2 1   2.00    79.92  0.1000
1F 47100C0971325 TB TUBE     400MAJ   1 10   1 1   1.00    32.50  0.1000
1R 28400C0971404 TB RETAINER 400MAJ   1 10   1 1   1.00    38.50  0.1000
1R 26400C0971412 TB DAMPER   400MAJ   1 10   1 1   1.00    10.50  0.1000
1R 2640CC0971413 SN RETAINER 400MAJ   1 10   1 3   0.33    41.50  0.1000
1R 47100C0997C85 SN TUBE     400MAJ   1 10   1 1   1.00    47.00  0.1000
1R 28400C1027581 SN GEAR     400MAJ   1 10   1 1   1.00  2180.00  0.1000
1R 47100C1078589 SN TUBE     400MAJ   1 10   1 1   1.00    40.50  0.1000
1R 3110C01145345 SN BEARING  400MAJ   2 10   2 2   1.00   227.00  0.1000
1R 3110CC1145347 SN BEARING  400MAJ   1 10   1 1   1.00    78.00  0.1000
1R 3110JC1145348 SN BEARING  400MAJ   1 10   1 3   0.33   111.00  0.1000
1R 2840J01193263 SN PROBE    400MAJ   1 10   1 1   1.00   150.00  0.1000
1R 47100C1274232 SN TUBE     400MAJ   1 10   1 1   1.00    29.50  0.1000
1R 47100C1274347 SN TUBE     400MAJ   1 10   1 1   1.00   217.00  0.1000
1R 47100C1274351 SN TUBE     400MAJ   1 10   1 1   1.00    25.00  0.1000
1R 47100C1274352 SN HOSE     400MAJ   1 10   1 1   1.00    28.50  0.1000
1R 47100C1274376 SN HOSE     400MAJ   1 10   1 1   1.00    35.50  0.1000
1P 47300C12744C2 SN ADAPTER  400MAJ   1 10   1 1   1.00   104.00  0.1000
1R 47200C1274410 SN HOSE     400MAJ   1 10   1 1   1.00    25.50  0.1000
1R 47200C1274445 SN HOSE     400MAJ   1 10   1 1   1.00    30.00  0.1000
1R 47200C1274448 SN HOSE     400MAJ   1 10   1 1   1.00    32.50  0.1000
1R 47200C1274447 SN TUBE     400MAJ   1 10   1 1   1.00    69.00  0.1000
1R 47200C1274449 SN TUBE     400MAJ   1 10   1 1   1.00   107.00  0.1000
1R 2840JC1276979 SN NOZZLE   400MAJ   1 10   1 1   1.00   123.00  0.1000
1R 47200C1277618 SN HOSE     400MAJ   1 10   1 1   1.00    36.00  0.1000
1R 471CCC1278104 SN TUBE     400MAJ   1 10   1 1   1.00    42.50  0.1000
1R 47100C1278114 SN TUBE     400MAJ   1 10   1 1   1.00    56.00  0.1000
1R 47100C1278126 SN TUBE     400MAJ   1 10   1 1   1.00    52.00  0.1000
1R 47200C1278263 SN HOSE     400MAJ   1 10   1 1   1.00    70.00  0.1000
1R 47200C1278513 SN HOSE     400MAJ   1 10   1 1   1.00    54.00  0.1000
1R 47200C1278565 SN HOSE     400MAJ   1 10   1 1   1.00    76.00  0.1000
1R 2840CC1279573 SN TUBE     400MAJ   1 10   1 1   1.00   173.00  0.1000
1R 47100C1278940 SN TUBE     400MAJ   1 10   1 1   1.00    64.00  0.1000
1R 471CC01279CC9 SN TUBE     400MAJ   1 10   1 1   1.00    36.00  0.1000
1R 47100C1279012 SN HOSE     400MAJ   1 10   1 1   1.00    38.50  0.1000
1R 47100C1279019 SN TUBE     400MAJ   1 10   1 1   1.00    38.50  0.1000
1R 47100C1279043 SN HOSE     400MAJ   1 10   1 1   1.00    55.00  0.1000
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IR	47100C1279122	SN	TUBE	400MAJ	1	10	1	1	1.00	45.00	0.1000
IR	47100C1279125	SN	TUBE	400MAJ	1	10	1	1	1.00	32.50	0.1000
IR	47100C1279241	SN	TUBE	400MAJ	1	10	1	1	1.00	64.00	0.1000
IR	47200C1279263	SN	HOSE	400MAJ	1	10	1	1	1.00	67.00	0.1000
IR	47100C1279318	SN	TUBE	400MAJ	1	10	1	1	1.00	93.00	0.1000
IR	47200C1279508	SN	TUBE	400MAJ	1	10	1	1	1.00	97.00	0.1000
IR	31100C1282264	SN	BEARING	400MAJ	1	10	1	1	1.00	80.00	0.1000
IR	31100C1282785	SN	BEARING	400MAJ	2	10	2	1	2.00	85.00	0.1000
IR	31100C1285327	SN	BEARING	400MAJ	1	10	1	3	0.33	131.00	0.1000
IR	31100C1285332	SN	BEARING	400MAJ	1	10	1	1	1.00	194.00	0.1000
IR	47200C1312744	SN	HOSE	400MAJ	1	10	1	1	1.00	23.00	0.1000
IR	47100C1312758	SN	TUBE	400MAJ	1	10	1	1	1.00	27.00	0.1000
IR	47100C1312870	SN	TUBE	400MAJ	1	10	1	1	1.00	24.00	0.1000
IR	47200C1312883	SN	HOSE	400MAJ	1	10	1	1	1.00	37.50	0.1000
IR	47200C1316179	SN	HOSE	400MAJ	1	10	1	1	1.00	29.00	0.1000
IR	47200C1316184	SN	HOSE	400MAJ	1	10	1	1	1.00	34.00	0.1000
IR	47100C1316186	SN	TUBE	400MAJ	1	10	1	1	1.00	32.00	0.1000
IR	47200C1316379	SN	HOSE	400MAJ	1	10	1	1	1.00	86.00	0.1000
IR	47200C1316415	SN	HOSE	400MAJ	1	10	1	1	1.00	23.00	0.1000
IR	47200C1316619	SN	HOSE	400MAJ	1	10	1	1	1.00	20.50	0.1000
IR	47200C1316660	SN	HOSE	400MAJ	1	10	1	1	1.00	28.50	0.1000
IR	47200C1316693	SN	HOSE	400MAJ	1	10	1	1	1.00	41.50	0.1000
IR	28400C1405526	TB	SECTOR,V	400MAJ	2	10	2	1	2.00	197.00	0.1000
IR	28400C1465529	SN	SECTOR,V	400MAJ	2	10	2	1	2.00	161.00	0.1000
9C	43200C1517553		BEARING	400MAJ	1	10	1	1	1.00	85.12	0.1000
IR	28400C1590921	TB	BEARING,	400MAJ	1	10	1	1	1.00	547.00	0.1000
IR	31100C1590933	SN	BEARING	400MAJ	1	10	1	1	1.00	219.00	0.1000
IR	31100C1590944	SN	BEARING	400MAJ	1	10	1	1	1.00	213.00	0.1000
IR	29250C1598215	SN	STATOR	400MAJ	1	10	1	1	1.00	1050.00	0.1000
9Z	53400C1622983		CLIP	400MAJ	64	10	64	1	64.00	0.28	0.1000
9Z	53060C1639359		BOLT	400MAJ	1	10	1	1	1.00	50.33	0.1000
9Z	53060C1639360		BOLT	400MAJ	1	10	1	1	1.00	21.86	0.1000
IR	31100C1639393	SN	BEARING,	400MAJ	1	10	1	1	1.00	762.00	0.1000
IR	31200C1639401	SN	BEARING	400MAJ	2	10	2	1	2.00	24.00	0.1000
IR	53100C1639428	TB	NUT	400MAJ	40	10	40	1	40.00	2.00	0.1000
SZ	53400C1645642		TURNBUCK	400MAJ	2	10	2	2	1.00	11.84	0.1000
IR	53650C1677663	TB	DTCTR,CH	400MAJ	1	10	1	1	1.00	25.50	0.1000
IR	31100C1677905	SN	BEARING	400MAJ	1	10	1	3	0.33	113.00	0.1000
IR	31100C1677906	SN	BEARING,	400MAJ	1	10	1	3	0.33	522.00	0.1000
SZ	53150C1677915		PIN	400MAJ	2	10	2	2	1.00	16.48	0.1000
IR	31100C1737454	SN	BEARING	400MAJ	1	10	1	1	1.00	89.00	0.1000
SZ	53100C5319514		WASHER	400MAJ	1	10	1	1	1.00	0.43	0.1000
IR	29450C5700228	SN	FILTER	400MAJ	1	10	1	1	1.00	733.00	0.1000
IR	28400C5957119	TB	HOUSING	400MAJ	1	10	1	1	1.00	293.00	0.1000
IR	28400C6073464	TB	KIT,NO 1	400MAJ	1	10	1	1	1.00	398.00	0.1000
IR	28400C6073468	TB	KIT,NO 4	400MAJ	1	10	1	1	1.00	200.00	0.1000
IR	47200C1D030229	SN	HOSE	400MAJ	1	10	1	1	1.00	73.00	0.1000
IR	47200C1D030230	SN	HOSE	400MAJ	1	10	1	1	1.00	110.00	0.1000
IR	47200C1D030231	SN	HOSE	400MAJ	1	10	1	1	1.00	77.00	0.1000
IR	47200C1D030236	SN	HOSE	400MAJ	1	10	1	1	1.00	69.00	0.1000
IR	47200C1D030235	SN	HOSE	400MAJ	1	10	1	1	1.00	83.00	0.1000
IR	47100C1D039052	SN	TUBE	400MAJ	1	10	1	1	1.00	25.00	0.1000
9C	47100C1D038053		TUBE	400MAJ	1	10	1	1	1.00	43.50	0.1000
9C	47100C1D038054		HOSE	400MAJ	1	10	1	1	1.00	42.50	0.1000
9C	47100C1D038055		TUBE	400MAJ	1	10	1	1	1.00	29.00	0.1000
IR	29250C1D061628	SN	MODULE-A	400MAJ	1	10	1	1	1.00	2300.00	0.1000
IR	59300C1D060682	SN	SWITCH	400MAJ	1	10	1	1	1.00	243.00	0.1000
IR	47200C1D062036	SN	HOSE	400MAJ	1	10	1	1	1.00	27.50	0.1000
IR	47300C1D152349	SN	ELBOW	400MAJ	1	10	1	1	1.00	108.00	0.1000
IR	28400C1D345R22	TB	PLATE	400MAJ	1	10	1	1	1.00	3080.00	0.1000
IR	28400C1D419541	SN	BLADE,LK	400MAJ	1	10	1	1	1.00	11.00	0.1000
IR	28400C1D419547	SN	BLADE,LK	400MAJ	1	10	1	1	1.00	14.50	0.1000
IR	28400C1D419556	SN	BLADE,LK	400MAJ	1	10	1	1	1.00	11.00	0.1000
IR	28400C1D419557	SN	BLADE,LK	400MAJ	1	10	1	1	1.00	11.00	0.1000
IR	28400C1D419558	TB	BLADE,LK	400MAJ	1	10	1	1	1.00	11.00	0.1000
IR	28400C1D473833	SN	PLATE	400MAJ	1	10	1	1	1.00	3470.00	0.1000
IR	28400C1D492482	TB	KIT,CPLG	400MAJ	1	10	1	1	1.00	3990.00	0.1000
IR	28400C1D463089	SN	HSG,TUBE	400MAJ	1	10	1	1	1.00	196.00	0.1000
IR	47100C1D659000	SN	TUBE	400MAJ	1	10	1	1	1.00	146.00	0.1000
IR	28400C1D670389	SN	PLATE	400MAJ	1	10	1	1	1.00	813.00	0.1000

1R	2840001697453	SN	BLADE,S1	400MAJ	30	10	21	1	21.00	56.00	0.0700
1R	5310CC1646417	TB	NUT	400MAJ	52	10	32	4	8.00	0.90	3.0615
1R	2640CC0601646	SN	SHAFT	400MAJ	2	10	1	1	1.00	206.00	0.0500
9Z	5340001196229		CLEVIS	400MAJ	8	10	4	1	4.00	118.12	0.0500
1R	47100C1274259	SN	HOSE	400MAJ	2	10	1	1	1.00	48.50	0.0500
1R	47100C1274350	SN	TUBE	400MAJ	2	10	1	1	1.00	32.00	0.0500
9Z	5340C01281789		TURNBUCK	400MAJ	2	10	1	1	1.00	13.40	0.0500
9Z	5340C01645637		TURNBUCK	400MAJ	2	10	1	1	1.00	12.89	0.0500
9Z	5340C01645641		TURNBUCK	400MAJ	2	10	1	1	1.00	12.89	0.0500
9Z	5310001714370		NUT ASSY	400MAJ	4	10	2	2	1.00	0.14	0.0500
1R	5315C05184576	SN	PIN	400MAJ	2	10	1	1	1.00	8.90	0.0500
9Z	5310009057252		NUT	400MAJ	12	10	6	1	6.00	1.93	0.0500
9Z	5310C09057325		NUT	400MAJ	12	10	6	1	6.00	1.81	0.0500
9Z	5315009149469		PIN	400MAJ	2	10	1	1	1.00	2.99	0.0500
1R	31100C1282170	SN	BEARING	400MAJ	4	10	1	1	1.00	80.00	0.0250
9Z	53650015909C0		SHIM	400MAJ	4	10	1	1	1.00	2.70	0.0250
1R	5310001639415	TB	NUT	400MAJ	340	10	80	2	40.00	0.75	0.0235
1R	2840CC1465518	SN	VANE,SP8	400MAJ	90	10	6	1	6.00	48.00	0.0067
1R	28400C1598064	SN	BLADE,LK	100MIN	1	4	18	2	9.00	23.50	4.5000
9V	473G00672632	TB	REDUCER	100MIN	1	4	11	2	5.50	25.61	2.7500
1R	31100C1645661	SN	BEARING,	100MIN	1	4	6	2	3.00	592.00	1.5000
1R	284000673466	TB	KIT,NO.3	100MIN	1	4	6	6	1.00	340.00	1.5000
1R	284CCC6073562	TB	KIT,NO7	100MIN	1	4	6	6	1.00	195.00	1.5000
1R	284G006073628	TB	KIT,NO 5	100MIN	1	4	6	6	1.00	240.74	1.5000
1R	28400015978C8	TB	BLADE,ST	100MIN	79	4	443	5	88.60	12.50	1.4019
1R	284C006073464	TB	KIT,NO 1	100MIN	1	4	5	7	0.71	398.00	1.2500
9C	4730010131535		NIPPLE	100MIN	3	4	15	1	15.00	9.38	1.2500
1R	2840001697484	TB	BLADE,ST	100MIN	92	4	397	4	99.25	13.00	1.0788
1R	2840C01465485	TB	BLADE,ST	100MIN	92	4	396	4	99.00	11.00	1.0761
1R	2840C00259544	SN	BLADE,SP	100MIN	7	4	30	1	30.00	11.00	1.0714
1R	28400C0259548	SN	BLADE,SP	100MIN	7	4	30	1	30.00	10.50	1.0714
1R	28400C0337352	SN	BLADE,SP	100MIN	7	4	30	1	30.00	11.00	1.0714
1R	2840000337361	SN	BLADE,SP	100MIN	7	4	30	1	30.00	10.50	1.0714
1R	2840001088538	SN	BLADE,SP	100MIN	7	4	30	1	30.00	17.50	1.0714
1R	5310C01849474	TB	NUT	100MIN	12	4	48	1	48.00	21.00	1.0000
1R	2840006073487	TB	KIT,NO.6	100MIN	1	4	4	4	1.00	464.00	1.0000
9C	4730010035114		ELBOW	100MIN	2	4	8	2	4.00	13.53	1.0000
9V	2935010481927	TB	COOLER	100MIN	1	4	4	4	1.00	1139.00	1.0000
9V	6685C1C904080	TB	CABLE	100MIN	1	4	4	4	1.00	1373.11	1.0000
1R	28400015978C9	SN	BLADE,SP	100MIN	7	4	25	1	25.00	11.50	0.8929
1R	284CCC1697465	SN	BLADE,SP	100MIN	7	4	25	1	25.00	9.40	0.8929
1R	28MCCC1697472	TB	BLADE,ST	100MIN	79	4	265	3	88.33	18.50	0.8386
1R	26400C1697476	TB	BLADE,ST	100MIN	85	4	284	1	94.67	12.00	0.8353
1R	5307C10721387	SN	STUD	100MIN	6	4	20	1	20.00	9.50	0.8333
1R	28400C1598072	TB	BLADE,ST	100MIN	77	4	253	3	84.33	20.00	0.8214
1R	2843001697480	TB	BLADE,ST	100MIN	92	4	298	3	99.33	13.00	0.8098
1R	2843CC1697467	TB	BLADE,ST	100MIN	89	4	288	3	96.00	16.00	0.8090
1R	28400C0997124	SN	BLADE,SZ	100MIN	38	4	114	3	38.00	45.50	0.7500
1R	5365001677663	TB	DTCTR,CH	100MIN	1	4	3	3	1.00	25.50	0.7500
9V	284CCC59957310	TB	VANE,STG	100MIN	6	4	18	4	4.50	85.07	0.7500
1R	3925010343141	SN	IGNITOR	100MIN	1	4	6	3	2.00	103.00	0.7500
9V	2840010750401	TB	PLUG	100MIN	2	4	3	3	1.00	21.67	0.7500
9V	2840010763441	TB	NOZZLE,3	100MIN	1	4	3	3	1.00	450.90	0.7500
1R	28400033375C0	SN	SHROUD,S	100MIN	2	4	5	1	1.67	273.00	0.6250
1R	4730CC0955983	TB	CAP	100MIN	1	4	5	5	5.00	4.10	0.6250
1R	2840001633274	SN	BLADE,ST	100MIN	35	4	84	1	42.00	30.50	0.6000
9V	2840005957304	TB	VANE,STG	100MIN	6	4	14	3	4.67	81.11	0.5833
1R	2840C01598050	TB	BLADE,ST	100MIN	55	4	124	2	62.00	20.50	0.5636
1R	2840001598068	TB	BLADE,ST	100MIN	67	4	149	2	74.50	20.50	0.5560
9V	2840C059573C3	TB	VANE,STG	100MIN	6	4	13	3	4.33	97.14	0.5417
1R	2843C00337518	TB	SHROUD,S	100MIN	2	4	4	3	1.33	275.00	0.5000
1R	2840000366347	TB	SHROUD,S	100MIN	10	4	20	2	10.00	218.00	0.5000
1R	2640CCC419946	TB	SEAL	100MIN	1	4	2	2	2.00	56.00	0.5000
1R	2840CC0602275	TB	NOZZLE,4	100MIN	2	4	4	2	2.00	244.00	0.5000
9C	4710000822746		TUBE	100MIN	1	4	2	2	1.00	204.59	0.5000
1R	2840C01465533	SN	SECTOR,S	100MIN	6	4	12	2	6.00	108.00	0.5000
1R	28400C1697453	SN	BLADE,S1	100MIN	30	4	60	2	30.00	56.00	0.5000
1R	5365001737446	TB	DTCTR,CM	100MIN	3	4	6	2	3.00	18.50	0.5000
9V	4720006072752	TB	HOSE	100MIN	1	4	2	2	1.00	121.38	0.5000
9V	4710006304911	TB	TUBE	100MIN	1	4	2	2	1.00	42.43	0.5000

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9C 4730C100*3246    TB NUT          100MIN    3   4    6   2   3.00     13.43  0.5000
9V 4710010159255    TB TUBE         100MIN    1   4    2   5   1.00     37.74  0.5000
5Z 6930013314766       LUG          100MIN    2   4    2   2   1.00    113.29  0.5000
9V 4710010343723    TB TUBE         100MIN    1   4    2   2   1.00     68.07  0.5000
5V 2915010363254    TB KIT,FILT     100MIN    1   4    1   1   1.00     68.74  0.5000
1R 2840300337469    TB SHROUD,S     100MIN    2   4    3   2   1.50    273.00  0.3750
9C 4730CC925550        ELBOW        100MIN    4   4    5   1   5.00      5.45  0.3125
9V 2915CC5957543    TB INJECTOR     100MIN   17   4   20   2  10.00    249.92  0.2941
1R 284001633332     TB BLADE,ST     100MIN   45   4   52   1  52.00     35.00  0.2889
1R 2840000366358    SN SEAL,HPT     100MIN    9   4    9   1   9.00    182.00  0.2500
1R 2840000418462    SN HOUSING      100MIN    1   4    1   1   1.00    102.00  0.2500
1R 2840CC0420031    SN SHROUD,S     100MIN    2   4    2   1   2.00    260.00  0.2500
1R 2840C00427038    TB SHROUD,S     100MIN    2   4    2   1   2.00    292.00  0.2500
1R 2840C0C424073    SN RETAINER     100MIN    1   4    1   1   1.00     32.50  0.2500
1R 2840C00426640    SN RETAINER     100MIN   10   4   10   1  10.00     38.00  0.2500
1R 2840C00427469    SN ADAPTER      100MIN    2   4    2   1   2.00    170.50  0.2500
1R 2840C00451158    TB RING,IGV     100MIN    1   4    1   1   1.00     26.50  0.2500
9C 4320000583160       BLADE        100MIN    8   4    8   1   8.00     18.33  0.2500
9C 4320000583576       BLADE        100MIN    4   4    4   1   4.00     16.52  0.2500
1R 2840000596421    SN NOZZLE,S     100MIN    2   4    2   1   2.00     82.00  0.2500
1R 2940C0C597490    SN PICKUP,F     100MIN    1   4    1   1   1.00   1160.00  0.2500
1R 2840C00599350    TB HOUSING      100MIN    1   4    1   1   1.00    188.00  0.2500
1R 2840000602171    TB HOUSING      100MIN    2   4    2   2   1.00     95.00  0.2500
9C 4320C0C622485       ROTOR        100MIN    1   4    1   1   1.00    358.56  0.2500
1P 2840C008233341   SN HOUSING      100MIN    1   4    1   1   1.00     78.00  0.2500
1R 2840C008233342   SN HOUSING      100MIN    1   4    1   1   1.00    131.00  0.2500
9C 4710C00903125       TUBE         100MIN    1   4    1   1   1.00     59.67  0.2500
1R 5955C0C943269    SN DETECTOR     100MIN    1   4    1   1   1.00     38.00  0.2500
1P 4710C0C971325    TB TUBE         100MIN    1   4    1   1   1.00     32.50  0.2500
1R 4710CC1C78588    SN TUBE         100MIN    1   4    1   1   1.00     40.50  0.2500
1R 2840001465526    TB SECTOR,V     100MIN    2   4    2   1   2.00    197.00  0.2500
1R 2840C01465529    SN SECTOR,V     100MIN    2   4    2   1   2.00    161.00  0.2500
9C 3020001517580       GEAR,SHAF    100MIN    1   4    1   1   1.00   1070.00  0.2500
1R 2840C01633290    SN BLADE,LK     100MIN    1   4    1   1   1.00     33.00  0.2500
1R 311C001577566    SN BEARING,     100MIN    1   4    1   1   1.00    522.00  0.2500
1R 2945005700238    SN FILTER       100MIN    1   4    1   1   1.00    733.00  0.2500
5V 2915C55575242    TB INJECTOR     100MIN    1   4    1   1   1.00    305.21  0.2500
5V 4710CC59686E9    TB TUBE         100MIN    1   4    1   1   1.00     29.31  0.2500
5V 4710CC5990C13    TB TUBE         100MIN    1   4    1   1   1.00     60.75  0.2500
1R 2840C06053210    SN SEGMENT,     100MIN   27   4   27   1  27.00    679.68  0.2500
5V 2840CC6053474       TUBE         100MIN    1   4    1   1   1.00     58.25  0.2500
5V 2940C06053579    TB ADAPTER      100MIN    1   4    1   1   1.00      4.09  0.2500
9V 4720CC6C72562    TB HOSE         100MIN    1   4    1   1   1.00    177.80  0.2500
5V 4720CC60726C5    TB HOSE         100MIN    1   4    1   1   1.00     94.59  0.2500
5V 4720CCC672676    TB HOSE         100MIN    1   4    1   1   1.00    103.72  0.2500
1R 2840C06073468    TB KIT,NO 4     100MIN    1   4    1   1   1.00    200.00  0.2500
9V 4720CC6107787    TB HOSE         100MIN    1   4    1   1   1.00    101.86  0.2500
9V 4720CC6107750    TB HOSE         100MIN    1   4    1   1   1.00    101.86  0.2500
9V 4720C06107829    TB HOSE         100MIN    1   4    1   1   1.00    101.86  0.2500
9V 4720C06107836    TB HOSE         100MIN    1   4    1   1   1.00    166.20  0.2500
9V 4720CC6107808    TB HOSE         100MIN    1   4    1   1   1.00    131.07  0.2500
9V 4720CC6107909    TB HOSE         100MIN    1   4    1   1   1.00    126.13  0.2500
9V 4720C06107948    TB HOSE         100MIN    1   4    1   1   1.00    133.94  0.2500
9V 4720CC6107963    TB HOSE         100MIN    1   4    1   1   1.00    139.07  0.2500
9V 4720CC6107976    TB HOSE         100MIN    1   4    1   1   1.00    101.86  0.2500
9C 4730C0100035115     ELBOW        100MIN    1   4    1   1   1.00    124.67  0.2500
9C 4720C010094678      HOSE         100MIN    1   4    1   1   1.00     47.06  0.2500
CV 2925C10101443    TB CABLE        100MIN    1   4    1   1   1.00   1077.99  0.2500
5V 2840C010180478   TB SUPPORT      100MIN    1   4    1   1   1.00    252.98  0.2500
9V 2840C010180479   TB SEAL         100MIN    1   4    1   1   1.00    624.16  0.2500
9V 2925010369251    TB EXCITER      100MIN    1   4    1   1   1.00   1919.65  0.2500
5V 4720C013408889   TB HOSE         100MIN    1   4    1   1   1.00    137.50  0.2500
1P 2840C10410540    TB SEGMENT,     100MIN   24   4   24   1  24.00   1100.00  0.2500
1R 2840C10419541    SN BLADE,LK     100MIN    1   4    1   1   1.00     11.00  0.2500
1R 2840C10419547    SN BLADE,LK     100MIN    1   4    1   1   1.00     14.50  0.2500
1R 2840C10419550    SN BLADE,LK     100MIN    1   4    1   1   1.00     11.00  0.2500
1R 2840C10419553    SN BLADE,LK     100MIN    1   4    1   1   1.00     11.00  0.2500
1R 2840C10419556    SN BLADE,LK     100MIN    1   4    1   1   1.00     14.50  0.2500
1R 2840010419556    SN BLADE,LK     100MIN    1   4    1   1   1.00     11.00  0.2500
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1R	28400104195?7	SN	BLADE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500
1R	2840010419558	TB	BLADE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500
1R	2840C0104195SS	SN	BLACE,LK	100MIN	1	4	1	1	1.00	11.00	0.2500
1R	2540C0104195695	SN	BLADE,LK	100MIN	1	4	1	1	1.00	17.50	0.2500
1R	2840C1041957I	SN	BLADE,LK	100MIN	1	4	1	1	1.00	17.50	0.2500
1R	2640C10437672	SN	ACADE,LK	100MIN	1	4	1	1	1.00	17.50	0.2500
9V	471CC10454CE1	TB	TUBE	100MIN	1	4	1	1	1.00	84.43	0.2500
9V	2840C010e12134	TB	CAP&TUBE	100MIN	1	4	1	1	1.00	814.33	0.2500
9V	53300107402e6	TB	PACKING	100MIN	3	4	3	1	3.00	1.06	0.2500
9V	5307C107402S9	TB	STUD	100MIN	2	4	2	1	2.00	109.81	0.2500
9V	668CC10744158	TB	CAP	100MIN	1	4	1	1	1.00	217.65	0.2500
9V	28400107446670	TB	PLATE,RE	100MIN	1	4	1	1	1.00	142.52	0.2500
9Z	5340C01196229		CLEVIS	100MIN	8	4	4	1	4.00	118.12	0.1250
9V	5307C10C46447		STUD	100MIN	2	4	2	1	1.00	8.37	0.1250
1F	3120C10468138	SN	BEARING	100MIN	4	4	2	1	1.00	5.60	0.1250
9V	2925010498464	TB	LEAD	100MIN	2	4	1	1	1.00	102.81	0.1250
9C	4730CC19103C1		NUT	100MIN	3	4	1	1	1.00	3.39	0.0833
1P	28400C0322759	TB	WEIGHT	100MAJ	2	11	100	1	100.00	1.90	4.5455
1F	2840C0C6191C2	SN	WEIGHT	100MAJ	3	11	100	1	100.00	2.50	3.0303
1F	5310C01911431	SN	NUT	100MAJ	1	11	20	1	20.00	5.20	1.8182
1F	28400101263115	TB	SEAL,MPT	100MAJ	1	11	18	2	9.00	264.00	1.6364
9V	473CC00972632	TB	REDUCER	100MAJ	1	11	14	2	7.00	25.61	1.2727
9Z	5330CC0925866		PACKING	100MAJ	1	11	12	1	12.00	2.27	1.0909
9C	4730010114465		REDUCER	100MAJ	1	11	19	3	6.33	16.94	0.5758
9Z	5365CC0609350		PLUG	100MAJ	2	11	12	1	12.00	50.59	0.5455
1F	31100C1282339	SN	BEARING,	100MAJ	1	11	6	3	2.00	96.00	0.5455
1F	311CCC1677910	SN	BEARING,	100MAJ	1	11	6	5	1.20	585.00	0.5455
9V	473CC607?727	TB	TEE	100MAJ	1	11	6	2	3.00	92.11	0.5455
1F	29400006022275	TB	NOZZLE,4	100MAJ	2	11	10	5	2.00	244.00	0.4545
1R	3110C01590921	TB	BEARING,	100MAJ	1	11	5	1	5.00	547.00	0.4545
1R	28403C5957C9C	TB	BRACKET	100MAJ	1	11	5	1	5.00	29.50	0.4545
9V	2840J05957054	TB	BRACKET	100MAJ	1	11	5	2	2.50	14.71	0.4545
1F	2840C05957258	TB	BRACKET	100MAJ	1	11	5	1	5.00	25.50	0.4545
1F	31100C1281841	SN	BEARING	100MAJ	1	11	4	1	4.00	95.00	0.3636
1F	31100C1590944	SN	BEARING	100MAJ	1	11	4	1	4.00	213.00	0.3636
1F	31100C1639334	SN	BEARING	100MAJ	1	11	12	2	6.00	75.00	0.3636
1P	31100C16779CS	SN	BEARING	100MAJ	1	11	4	3	1.33	113.00	0.3636
9C	473C010035115		ELBOW	100MAJ	1	11	4	1	1.33	124.67	0.3636
9C	473CC10043246		NUT	100MAJ	3	11	12	1	12.00	13.43	0.3636
1R	2640C06C53210	SN	SEGMENT,	100MAJ	27	11	93	4	23.25	678.68	0.3131
9C	473C00504269		NIPPLE	100MAJ	6	11	20	2	10.00	3.90	0.3030
1R	2640010419540	TB	SEGMENT,	100MAJ	24	11	73	3	24.33	1100.00	0.2765
9Z	5340CC1622983		CLIP	100MAJ	64	11	194	3	64.67	0.28	0.2756
1R	28400C02594e1	TB	SEGMENT,	100MAJ	20	11	60	3	20.00	290.00	0.2727
1R	28400C0337381	TB	SEAL,6 L	100MAJ	2	11	6	3	2.00	204.00	0.2727
1R	28400CC3375C0	SN	SHROUD,S	100MAJ	2	11	6	3	2.00	273.00	0.2727
1R	28400C0337518	TB	SHROUD,S	100MAJ	2	11	6	3	2.00	275.00	0.2727
1R	284000041815?	SN	SEAL,4 L	100MAJ	2	11	6	3	2.00	227.00	0.2727
1P	28400CC420038	TB	SHROUD,S	100MAJ	2	11	6	3	2.00	292.00	0.2727
1F	2840C0C420045	SN	SHROUD,S	100MAJ	2	11	6	3	2.00	263.00	0.2727
1?	2840C0910426	SN	CONNECTO	100MAJ	6	11	18	3	6.00	12.00	0.2727
1R	5995CC0543289	SN	DETECTOR	100MAJ	1	11	3	2	1.50	38.00	0.2727
1R	28400CC971413	SN	RETAINER	100MAJ	1	11	3	2	1.50	41.50	0.2727
1R	3113CC1282285	SN	BEARING	100MAJ	2	11	6	3	6.00	85.00	0.2727
9Z	5315CC16456E3		PIN	100MAJ	64	11	192	3	64.00	1.86	0.2727
9V	291501036e264	TB	KIT,FILT	100MAJ	1	11	3	3	1.00	68.74	0.2727
1?	28400C0309252	SN	SEGMENT,	100MAJ	20	11	59	3	19.67	192.00	0.2692
1R	2840C01281SC5	SN	SEGMENT,	100MAJ	22	11	57	3	19.00	329.00	0.2355
1R	28400C00976C6	TB	SECTOR,S	100MAJ	6	11	12	2	6.00	144.00	0.1818
1R	2840C00976C7	SN	SECTOR,S	100MAJ	6	11	12	2	6.00	147.00	0.1818
1R	2640C00976C8	TB	SECTOR,S	100MAJ	6	11	12	2	6.00	154.00	0.1818
1R	2840C00309221	TB	SHAFT,HP	100MAJ	1	11	2	2	1.00	6970.00	0.1818
1R	28400C0337369	TB	SEAL,6 L	100MAJ	2	11	4	2	2.00	256.00	0.1818
1R	2840CCC337475	SN	SHROUD,S	100MAJ	2	11	4	2	2.00	293.00	0.1818
1R	28400C03374e9	TB	SHROUD,S	100MAJ	2	11	4	2	2.00	273.00	0.1818
1R	2840000366409	SN	SEAL,4 L	100MAJ	2	11	4	2	2.00	250.00	0.1818
1R	2840000366420	TB	SEAL,4 L	100MAJ	2	11	4	2	2.00	249.67	0.1818
9C	4710000417179		TUBE	100MAJ	2	11	2	2	2.00	59.67	0.1818
1R	2840000418155	TB	SEAL,3 L	100MAJ	2	11	4	3	2.00	249.00	0.1818
1R	2840000420031	SN	SHROUD,S	100MAJ	2	11	4	3	1.33	260.00	0.1818

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1R	2840C00427449	SN	ADAPTER	100MAJ	2	11	4	2	2.00	174.00	0.1818
1Q	2840C0596421	SN	NOZZLE,5	100MAJ	2	11	4	2	2.00	82.00	0.1818
1R	2840C0596445	TB	SEAL,5 L	100MAJ	2	11	4	2	2.00	177.00	0.1818
1R	2840CC0501462	SN	NOZZLE	100MAJ	1	11	2	2	1.00	62.00	0.1818
1R	2840C0823321	TB	NOZZLE	100MAJ	1	11	2	2	1.00	69.00	0.1818
1R	4710C00925561	SN	TUBE	100MAJ	1	11	2	2	1.00	75.00	0.1818
1R	2840C00956219	SN	LEVER	100MAJ	38	11	76	2	38.00	4.80	0.1818
1R	2840C0971404	TB	RETAINER	100MAJ	1	11	2	2	1.00	38.50	0.1818
1R	4730CC1274402	SN	ADAPTER	100MAJ	1	11	2	2	1.00	104.00	0.1818
9V	2915009957542	TB	INJECTOR	100MAJ	1	11	2	2	1.00	305.21	0.1818
9V	4710C05969689	TB	TUBE	100MAJ	1	11	2	2	1.00	29.31	0.1818
9V	2840C0052785	TB	CABLE	100MAJ	1	11	2	2	1.00	260.95	0.1818
9V	2840C6052984	TB	SEGMENT,	100MAJ	11	11	22	2	1.00	461.00	0.1818
9V	47300C6072636	TB	RESTRICT	100MAJ	1	11	2	2	1.00	446.22	0.1818
9V	4710CC6072638	TB	TUBE	100MAJ	1	11	2	2	1.00	35.32	0.1818
9V	4710CC6304511	TB	TUBE	100MAJ	1	11	2	2	1.00	42.43	0.1818
9V	4720C101743C4	TB	HOSE	100MAJ	1	11	2	2	1.00	24.61	0.1818
9V	2840010180478	TB	SUPPORT	100MAJ	1	11	2	2	1.00	252.98	0.1818
9V	2840010180479	TB	SEAL	100MAJ	1	11	2	2	1.00	624.16	0.1818
9V	5340C104997C2	TB	HINGE	100MAJ	2	11	4	2	2.00	17.15	0.1818
1R	2840010635167	SN	FITTING	100MAJ	2	11	4	2	2.00	576.00	0.1818
9V	5340010750662	TB	PLATE	100MAJ	1	11	2	1	2.00	39.51	0.1818
9V	5340010750663	TB	PLATE	100MAJ	1	11	2	1	2.00	39.51	0.1818
9V	2840010763441	SN	NOZZLE,3	100MAJ	1	11	2	1	1.00	420.90	0.1818
9Z	534CCC5229947		BRACKET	100MAJ	3	11	15	2	5.00	0.43	0.1515
1R	2840C03366347	TB	SHROUD,S	100MAJ	10	11	15	2	7.50	218.00	0.1364
9C	4730CC0925550		ELBOW	100MAJ	4	11	5	1	5.00	5.45	0.1136
9V	29150C5957543	TB	INJECTOR	100MAJ	17	11	21	3	7.00	249.92	0.1123
1R	2840C01465459	TB	VANE,STG	100MAJ	78	11	88	1	88.00	24.00	0.1026
9C	4730010079251		NUT	100MAJ	8	11	9	1	9.00	3.43	0.1023
1R	2840001573757	TB	RETAINER	100MAJ	9	11	10	1	10.00	1.90	0.1010
1R	2940001697472	TB	BLADE,ST	100MAJ	79	11	86	3	28.67	18.50	0.0990
1R	53100C7147520	FO	WASHER	100MAJ	324	11	350	1	350.00	0.22	0.0982
1R	2840001465458	SN	VANE,STG	100MAJ	76	11	80	1	80.00	24.00	0.0957
1R	2840001465457	TB	VANE,STG	100MAJ	68	11	70	1	70.00	24.00	0.0936
1R	294C001465531	TB	VANE,STG	100MAJ	56	11	57	1	57.00	26.00	0.0925
1R	2840C03322716	TB	SHIELD	100MAJ	1	11	1	1	1.00	177.00	0.0909
1R	2840C03366310	SN	CENTER80	100MAJ	1	11	1	1	1.00	523.00	0.0909
9C	4710000366351	SN	SEAL	100MAJ	10	11	10	1	10.00	0.22	0.0909
9C	4710CC0416658		TUBE	100MAJ	1	11	1	1	1.00	166.43	0.0909
1R	2840CC0418117	SN	SEAL,5 L	100MAJ	1	11	1	1	1.00	41.98	0.0909
1R	2840CC0418156	SN	SEAL,4 L	100MAJ	2	11	2	1	2.00	247.00	0.0909
1R	2840C03419068	TB	KEY	100MAJ	2	11	2	1	2.00	201.00	0.0909
1R	2840C0419640	TB	KEY	100MAJ	4	11	4	1	4.00	5.40	0.0909
1R	2840CC04199C1	SN	SEAL	100MAJ	2	11	2	1	2.00	22.50	0.0909
1R	2840090425277	TB	NOZZLE	100MAJ	1	11	1	3	0.33	55.50	0.0909
1R	2840000426856	SN	SEAL	100MAJ	1	11	1	1	1.00	38.00	0.0909
1R	2840C00427344	TB	RING	100MAJ	1	11	1	1	1.00	760.00	0.0909
1R	2840CC0427469	SN	ADAPTER	100MAJ	2	11	2	1	2.00	409.00	0.0909
1R	2840CC0431827	SN	SEPARATO	100MAJ	1	11	1	1	1.00	170.50	0.0909
1R	2840CC0446757	SN	RING,1	100MAJ	1	11	1	1	1.00	1150.00	0.0909
1R	2840CC0447527	TB	RING,1	100MAJ	1	11	1	1	1.00	28.50	0.0909
1R	2840CC0451010	SN	RING,IGV	100MAJ	1	11	1	1	1.00	28.00	0.0909
1R	2840CC0451118	TB	RING,IGV	100MAJ	1	11	1	1	1.00	26.50	0.0909
1R	2840C00451344	SN	SEAL	100MAJ	20	11	20	1	20.00	0.08	0.0909
1R	2840CC0455FCR	TB	SEAL,5 8	100MAJ	1	11	1	1	1.00	999.00	0.0909
1R	2840000596443	SN	SEAL,5 L	100MAJ	2	11	2	1	2.00	29.00	0.0909
1R	2840C3C597938	SN	RING,2	100MAJ	1	11	1	1	1.00	24.50	0.0909
1R	2840000600042	TB	SUPPORT	100MAJ	1	11	1	1	1.00	648.00	0.0909
1R	2840C00602544	SN	SEPARATO	100MAJ	1	11	1	1	1.00	597.00	0.0909
9C	43200C0822648		ROTOR	100MAJ	1	11	1	1	1.00	358.56	0.0909
9V	2840C00823368	SN	NUT	100MAJ	1	11	1	1	1.00	260.96	0.0909
1R	2840000823361	SN	HOUSING	100MAJ	1	11	1	1	1.00	78.00	0.0909
9C	4710C00903075		TUBE	100MAJ	1	11	1	1	1.00	109.94	0.0909
9C	4710C00903070		TUBE	100MAJ	1	11	1	1	1.00	34.42	0.0909
1R	2840CC0956233	TB	RING,2	100MAJ	1	11	1	1	1.00	31.00	0.0909
1R	4710000971325	TB	TUBE	100MAJ	1	11	1	1	1.00	32.50	0.0909
1R	4710CC0997085	SN	TUBE	100MAJ	1	11	1	1	1.00	47.00	0.0909
9C	3010CC1078574		COUPLING	100MAJ	1	11	1	1	1.00	161.97	0.0909

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1R 2840001218658 SN VANE,INL  100MAJ  38 11  38  1  38.00    53.00  0.0909
1R 2915001277235 SN ELEMENT   100MAJ   1 11          1.00   204.00  0.0909
1R 2940001281310 TB PIN       100MAJ   8 11   8      8.00     5.60  0.0909
1R 2840001415606 TB RETAINER  100MAJ   1 11          1.00    99.00  0.0909
1R 2840001434350 TB SHROUD,S  100MAJ   2 11   2      2.00   273.00  0.0909
1R 2840001465454 SN SECTOR,S  100MAJ   5 11   5      5.00    99.00  0.0909
1R 2840001465533 SN SECTOR,S  100MAJ   6 11   6      6.00   108.00  0.0909
1R 2840001597971 TB DISK,5    100MAJ   1 11   1  1   1.00  7490.00  0.0909
1R 3110001639353 SN BEARING,  100MAJ   1 11   1  1   1.00   762.00  0.0909
1R 5310001639427 SN NUT       100MAJ   1 11   1  1   1.00    45.50  0.0909
9Z 5340001645636    STRAP     100MAJ   1 11   1  1   1.00    20.09  0.0909
9Z 5340001645638    CLEVIS    100MAJ   2 11   2  1   2.00    77.68  0.0909
1R 5340001645644 SN COUPLING  100MAJ   1 11   1  1   1.00    32.50  0.0909
1R 5365001677663 TB DTCTR,CH  100MAJ   1 11   1  1   1.00    25.50  0.0909
1R 5365001692140 SN RING      100MAJ   1 11   1  1   1.00     1.70  0.0909
1R 2840001711964 TB SECTOR,S  100MAJ   1 11   1  1   1.00    22.50  0.0909
1R 2840001713624 SN NUT       100MAJ   1 11   1  1   1.00   164.00  0.0909
1R 5365001714360 SN RING      100MAJ   1 11   1  1   1.00     4.60  0.0909
9Z 5310001714570    WASHER    100MAJ   1 11   1  1   1.00    46.93  0.0909
9Z 5310001714558    KEY       100MAJ   1 11   1  1   1.00   123.44  0.0909
1R 5365001737446 TB DTCTR,CH  100MAJ   3 11   3  1   3.00    18.50  0.0909
1R 5340002019965 SN COUPLING  100MAJ   1 11   1  1   1.00    54.00  0.0909
9Z 5310002019970    WASHER    100MAJ   1 11   1  1   1.00    24.22  0.0909
1R 2840005653115 TB SEAL      100MAJ   1 11   1  1   1.00   979.00  0.0909
9V 2840005957303 TB VANE,STG  100MAJ   6 11   6  1   6.00    97.14  0.0909
9V 2840005957304 TB VANE,STG  100MAJ   6 11   6  1   6.00    81.11  0.0909
9V 2940005957310 TB VANE,STG  100MAJ   6 11   6  1   6.00    85.07  0.0909
9V 4710005968708 TB TUBE      100MAJ   1 11   1  1   1.00   106.16  0.0909
9V 4720005989991 TB HOSE      100MAJ   1 11   1  1   1.00   207.80  0.0909
9V 4710005989597 TB TUBE      100MAJ   1 11   1  1   1.00   109.29  0.0909
9V 4710005990001 TB TUBE      100MAJ   1 11   1  1   1.00    39.30  0.0909
9V 2925006013195 TB CABLE     100MAJ   1 11   1  1   1.00   548.58  0.0909
9V 4710006052512 TB TUBE      100MAJ   1 11   1  1   1.00    32.28  0.0909
9V 4710006052518 TB TUBE      100MAJ   1 11   1  1   1.00    52.58  0.0909
1R 2840006052683 TB RUNNER    100MAJ   1 11   1  1   1.00   384.00  0.0909
9V 2840006053474    TUBE      100MAJ   1 11   1      1.00    58.25  0.0909
9V 4725006072562 TB HOSE      100MAJ   1 11   1  1   1.00   177.82  0.0909
9V 4720006072613 TB HOSE      100MAJ   1 11   1  1   1.00     1.02  0.0909
9V 4730006072631 TB TEE       100MAJ   1 11   1  1   1.00    41.57  0.0909
9V 4720006072646 TB HOSE      100MAJ   1 11   1  1   1.00    94.03  0.0909
9V 4710006072648 TB TUBE      100MAJ   1 11   1  1   1.00    35.13  0.0909
9V 4710006072656 TB TUBE      100MAJ   1 11   1  1   1.00    51.02  0.0909
9V 4710006072743 TB TUBE      100MAJ   1 11   1  1   1.00    25.78  0.0909
9V 2840006072911 TB BRACKET   100MAJ   1 11   1  1   1.00    48.07  0.0909
1R 2840006073464 TB KIT,NO 1  100MAJ   1 11   1  1   1.00   398.00  0.0909
1R 2840006073466 TB KIT,NO.3  100MAJ   1 11   1  1   1.00   340.00  0.0909
1R 2840006073638 TB KIT,NO 5  100MAJ   1 11   1  1   1.00   240.74  0.0909
9V 4720006107610 TB HOSE      100MAJ   1 11   1  1   1.00   122.20  0.0909
9V 4720006107910 TB HOSE      100MAJ   1 11   1  1   1.00   121.35  0.0909
1R 3130006142019 TB SUPPORT   100MAJ   2 11   2  1   2.00    71.00  0.0909
9V 2925010101443 TB CABLE     100MAJ   1 11   1  1   1.00  1077.99  0.0909
1R 2925010343141 SN IGNITOR   100MAJ   2 11   2  1   2.00   103.00  0.0909
1R 2840010492482 TB KIT,CPLG  100MAJ   1 11   1  1   1.00  5990.00  0.0909
9C 4710010624053    TUBE      100MAJ   1 11   1      1.00    16.50  0.0909
9V 5330010740286 TB PACKING   100MAJ   3 11   3  1   3.00     1.06  0.0909
9V 4720010747550 TB HOSE      100MAJ   1 11   1  1   1.00   353.36  0.0909
1R 2840001465525 SN VANE,STG  100MAJ  46 11  45  1  45.00    32.53  0.0889
9V 2840005957317 TB SEGMENT,  100MAJ  22 11  14  2   7.00   309.71  0.0579
1R 5310001646417 TB NUT       100MAJ  52 11   8  1   8.00     9.90  0.0140
9V 4730006072632 TB REDUCER   OTEMIN   1  6  20  2  10.00    25.61  3.3333
9C 4730010114445    REDUCER   OTEMIN   3  6  49  6   8.17    16.94  2.7222
9C 4730005042669    NIPPLE    OTEMIN   6  6  39      9.75     3.90  1.6833
1R 2840005563505 SN BLADE,LK  OTEMIN   1  6   5      5.00    17.50  0.8333
9V 2915010368254 TB KIT,FILT  OTEMIN   1  6   4  4   1.00    68.74  0.6667
9C 4730005925550    ELBOW     OTEMIN   4  6  10      5.00     5.45  0.4167
1R 2840005375500 SN SHROUD,S  OTEMIN   2  6   2      2.00   273.00  0.3333
1R 2840005375518 TB SHROUD,S  OTEMIN   2  6   4      2.00   273.00  0.3333
1R 5999000943289 SN DETECTOR  OTEMIN   1  6   2  2   1.00    38.00  0.3333
9V 2840010750461 TB PLUG      OTEMIN   1  6   2      1.00    21.67  0.3333
1R 2840000420031 SN SHROUD,S  OTEMIN   2  6   2  1   2.00   260.00  0.1667
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1R	2840C004447S7	SN	RING,L	OTEMIN	1	6	1	1	1.00	28.50	0.1667
1R	2840C00447527	TB	RING,L	OTEMIN	1	6	1	1	1.00	28.00	0.1667
1R	2843000451010	SN	RING,IGV	OTEMIN	1	6	1	1	1.00	26.00	0.1667
1R	2840000451158	TB	RING,IGV	OTEMIN	1	6	1	1	1.00	26.50	0.1667
1R	2840CC0597450	SN	PICKUP,F	OTEMIN	1	6	1	1	1.00	1160.00	0.1667
1R	2840CCC600042	TB	SUPPORT	OTEMIN	1	6	1	1	1.00	648.00	0.1667
1R	2840CCC600167	SN	NOZZLE,3	OTEMIN	1	6	1	1	1.00	84.00	0.1667
1R	2840CC00601462	SN	NOZZLE	OTEMIN	1	6	1	1	1.00	62.00	0.1667
1R	2840C00823365	SN	RING,IGV	OTEMIN	1	6	1	1	1.00	850.00	0.1667
9C	4320CCC936337		GERCTCR	OTEMIN	2	6	2	1	2.00	79.92	0.1667
1R	2840CC0971390	SN	RING,SEA	OTEMIN	1	6	1	1	1.00	159.00	0.1667
1R	432CCC09971C8	SN	PLATE AS	OTEMIN	1	6	1	1	1.00	179.00	0.1667
1R	30200C1027561	SN	GEAR	OTEMIN	1	6	1	1	1.00	2180.00	0.1667
1R	2840001655533	SN	SECTOR,S	OTEMIN	6	6	6	1	6.00	108.00	0.1667
1R	2840CC1633206	TB	DISK,FAN	OTEMIN	1	6	1	1	1.00	15050.00	0.1667
1R	5365001677663	TB	OTCTR,CH	OTEMIN	1	6	1	1	1.00	25.50	0.1667
1R	5365001737446	TB	OTCTR,CH	OTEMIN	3	6	3	1	3.00	18.50	0.1667
1R	2840009653114	SN	SEAL	OTEMIN	1	6	1	1	1.00	646.00	0.1667
9V	2840C059573C3	TB	VANE,STG	OTEMIN	6	6	6	1	6.00	97.14	0.1667
1R	284CCC6073464	TB	KIT,NO 1	OTEMIN	1	6	1	1	1.00	398.00	0.1667
1R	2840C6C73468	TB	KIT,NO.4	OTEMIN	1	6	1	1	1.00	200.00	0.1667
1R	2840006073487	TB	KIT,NO.6	OTEMIN	1	6	1	1	1.00	464.00	0.1667
9V	472CCC6107979	TB	HOSE	OTEMIN	1	6	1	1	1.00	101.86	0.1667
9V	2925010101443	TB	CABLE	OTEMIN	1	6	1	1	1.00	1077.99	0.1667
9V	2840010180478	TB	SUPPORT	OTEMIN	1	6	1	1	1.00	252.98	0.1667
1R	2925C10343141	SN	IGNITOR	OTEMIN	2	6	2	1	2.00	103.00	0.1667
1R	2840010419540	TB	SEGMENT,	OTEMIN	24	6	24	1	24.00	1100.00	0.1667
1R	3020010447856	TB	GEAR	OTEMIN	1	6	1	1	1.00	203.90	0.1667
9V	6685C108040E0	TB	CABLE	OTEMIN	1	6	1	1	1.00	1373.11	0.1667
9Z	5365C00008350		PLUG	OTEMIN	2	6	1	1	1.00	50.59	0.0833
9C	4730010131535		NIPPLE	OTEMIN	3	6	1	1	1.00	9.38	0.0556
9V	5310C06073857		NUT	OTEMIN	37	6	10	1	10.00	2.00	0.0450

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